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MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. V FRIDAY, SEPTEMBER 17, 1943 No. 3

WE STAND IN BATTLE ARRAY

SIR RICHARD PEIRSE

TWENTY months ago the war had not come to India. I myself was sent there at that time to command the Allied air forces operating in the Dutch East Indies. We started too late—we tried to withstand with a handful of aircraft of the United Nations an onslaught many times superior to ourselves which rolled steadily forward against the great barrier which runs from Burma to North-Western Australia

IN March of last year, a mere handful of the Royal Air Force, disorganized without aircraft, spares or the wherewithal for making war, found themselves looking at a very active enemy threatening India from Burma

LOOK at us to-day, in the short time since March of last year we have built up a very large air force in India. We have covered the face of India with aerodromes and great training establishments and an enormous organization for maintenance, repair and salvage. We have built up air routes north, south, east and west and supplied them with their communications and meteorological services and all those things essential to the movement of aircraft

TO-DAY we stand in battle array not only ready to meet the enemy, but waiting always to go out and find him—waiting eagerly for him to give us an opportunity to join battle with him. That is all a very different picture—an encouraging picture and one in which we can feel personal pride. What we have so far achieved is only the beginning. There is a long row to hoe in front of us

LET us adopt here in Delhi the motto which is my own, 'No laurels without labour' The campaigning season is just about to begin, so let us go to it

AIR CHIEF MARSHAL SIR RICHARD PEIRSE, *Air Officer Commanding-in-Chief, India in an address to the commemoration parade held on Wednesday, September 15*

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AID TO RUSSIA—MADRAS'S CONTRIBUTION

The following letter signed by Mrs. Churchill, Chairman, Aid to Russia Fund, London, has been received by the Chairman, Joint War Charities Committee, Madras :—

> I have just received from the Imperial Bank of India a cheque for £900 for which I have sent you the following message by cable :
>
> "I am deeply grateful for further gift £900 just received for my Aid to Russia Fund and warmly thank your Committee and all who have shared in this further tribute to our Russian Allies. Writing—Clementine Churchill."
>
> I cannot tell you how grateful I feel to your Committee for all that you have done and continue to do to raise such exceptionally generous help for Russian relief. With the addition of this latest cheque you have contributed over £2,600 to my Aid to Russia Fund in just over twelve months. What a truly splendid record of generosity !
>
> I send herewith my official receipt and I hope that you and the other members of your Executive will accept my heartfelt thanks and that you will also thank on my behalf all who have subscribed to this and the previous gifts which you have sent to me, telling them how much I value the sympathy which they have shown for the people of Russia.

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AN UNEXCELLED RECORD

"We extend a hearty welcome to representatives of the Division who have come to this country with the object of giving the people of England an opportunity not only of seeing representatives of India's glorious army but of expressing to them thanks for what they have done in this war. We are particularly happy to do so because those selected to visit this country are members of a Division which has covered itself with glory since the very start of the war. It has won victory after victory crowned by the African campaign when General Von Arnim surrendered. It is a record unexcelled by any Division in this war and we in this country are glad and proud to meet the British and Indian representatives of so splendid a Division. They are meeting very old friends here to-day and I hope they will make good many new friends."

—MR. L. S. AMERY, *Secretary of State for India.*

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NOW IS THE TIME

"It has fallen to you in the hour of your country's agony to take the first decisive steps to win peace and freedom for the Italian people and to win back for Italy an honourable place in the civilization of Europe. You have already freed your country from Fascist servitude. There remains the even more important task of clearing the Italian soil of the German invaders. Hitler, through his accomplice Mussolini has brought Italy to the verge of ruin. He has driven the Italians into disastrous campaigns in the sands of Egypt and the snows of Russia. The Germans have always deserted the Italian troops on the battlefield sacrificing them contemptuously in order to cover their own retreats. Now Hitler threatens to subject you to all the cruelties he is perpetrating in so many lands. Now is the time for every Italian to strike his blow. The liberating armies of the western world are coming to your rescue. We have very strong forces and are entering at many points. The German terror in Italy will not last long. They will be extirpated from your land and you by helping in this great surge of liberation will place yourselves once more among the true and long-proved friends of your country from whom you have been so wrongfully estranged. Take every chance you can to strike hand and strike home. Have faith in your future. All will come well. March forward with your American and British friends in the great world movement towards freedom justice and peace."

A Joint Churchill-Roosevelt appeal to Italians.

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Bryansk: How Hitler's "Elastic Strategy" works out

BRYANSK, one of Hitler's greatest bases in all Russia, is reported to have been evacuated by the Germans It had been in German hands ever since October 1, 1941. In the hands of the Red Army, it may mark the beginning of an effective attempt to throw the whole German line from Smolensk to Kruty back to the Dnieper river. It is the centre of a network of railway lines which will be of vital importance to Russians; when winter sets in and road transport becomes bogged, these railway lines will play a very useful part.

THE approach of winter seems to be welcomed by the Germans. In a broadcast to the German people last week (September 7), the Berlin radio said: "In a few weeks, the rainy season sets in; a season which does not bring the fighting to a standstill, but which does in fact slow it down. Quite apart from this, winter is approaching." Formerly Nazi propagandists used to pretend that it was the Red Army which eagerly welcomed winter, but to-day the Nazis are anxiously looking forward to the approach of winter to save them from the hammer-blows of the Red Army. They are no doubt trying to put on a good face over their reverses in Russia, but it is clear that events on other fronts have been having appreciable effect on the war situation in Russia.

Russian tactics of short-arm jabs on entire front

THE German radio referring to the evacuation of Bryansk in the north, some localities to the west of Kharkov, a few towns in the Donbas and some ports along the Azov Sea coast, claims that it was all part of a plan of "elastic defence." Sometime ago the German commentator Sertorius spoke of the "elastic strategy" of the German army and the German High Command's skill in husbanding its resources through conceding useless territory. But the fact is that the Russians have been discovering new openings for effective thrusts and creating fresh salients by following the tactics of short-arm jabs up and down the entire front. The result is creation of new wedges in the German lines and the lengthening of the German defences.

THESE have been facilitated, according to the admissions of Germans themselves, because of German needs elsewhere. In a recent broadcast, General Dietmar admitted that it was natural for the Germans to ask why the Russians had been able to launch a continued offensive on a great scale in the summer, when previously it had looked as if they could only find strength enough for offensives in the winter. "This summer," he said, "the needs of other fronts forced the German hands, forced their hands to such an extent that only absolutely necessary troops were available for their campaign in Russia. The Germans have been obliged to distribute their strength so that the numerical superiority of the Russians became even more effective than before."

Berlin's admission

COMMENTING on this statement the Berlin Correspondent of the Swedish newspaper *Tidiningen* wrote :— "For the first time, Berlin has admitted that the growing military strength of the Western Powers has considerably affected the German forces on the Eastern front. Secret is no longer made of the fact that reserves are being withdrawn from the east to be held in readiness at other points in Europe. Before to-day, the Germans had denied that the threat of a Second Front had the slightest effect on the armies in Russia." The new situation that is developing in the south and south-eastern Europe will, it is certain, bring about a still greater redistribution of the German strength on all fronts.

SO far as the present situation in Russia is concerned, the problem that must engage the serious attention of the German High Command is whether it intends to cling on to the Donbas area and risk another Stalingrad this summer, or pull out its armies from the danger that is facing the German positions. This danger is coming not only from the Russian advance on a 100-mile front in the Donbas area, but also from the Red Army's drive south from Merefa in the general direction of the Dnieper bend.

Danger facing German positions

IF the Germans withdraw quickly to the lower Dnieper, they may hope to secure Dnepropetrovsk and Zaporozhe against a Russian attack and thereby save their armies from being cut off in the Crimea and the Kuban. There is also the danger for the Germans of their lines of communication being dislocated by the Russian drive north and south of the Beltava-Kharkov area. This may be a blow to their whole transport system along the entire left bank of the Dnieper below the important city of Kiev. The advanced spearhead of the Red Army is moving towards Kiev, the capital of the Ukraine. It has already captured Nezhin an important railway junction 65 miles east of Kiev.

IT seems as though the "elasticity" of Hitler's strategy will suffer further distension!

RUNNING COMMENTARY

Battle of Britain—Victory Day Celebration. Wednesday, September 15, was observed by the Air Forces in India and Ceylon as a commemoration day of victory in the Battle of Britain. Three years ago on that day a very crushing defeat was inflicted on the Luftwaffe; 185 enemy aircraft were destroyed by the Royal Air Force. This great victory was commemorated two days ago by colour hoisting parades at various commands, groups and units. Among the messages in honour of the great event was one from the Air Officer Commanding-in-Chief, Sir RICHARD PEIRSE. There was a Royal Air Force parade in Bangalore, at which a special message from Air Commodore P. H. MACWORTH, Air Officer Commanding, South India, was read.

The very great and effective part that the Royal Air Force has been playing in its bombing raids on Germany in particular may be recalled on this occasion. Speaking at Edinburgh about four months ago, Sir ARCHIBALD SINCLAIR, Secretary of State for Air, pointed out that there was only one hope of getting to Berlin without the slaughter which the land battles of the last war entailed, and that was the paralysis of the German war power by the Bomber Command. He said that enormous numbers of bombing aircraft with their crews amounting to perhaps 5,000 men filled the German skies after fighting their way through formidable defences of flak and searchlights. "These", he added, "are more than raids; they are battles. Success in such a battle over Munich, Essen or Berlin is a victory with profound and far-reaching effects on the course of the war." In a B.B.C. broadcast at the end of last month, Oliver Stewart, the well-known air commentator, referring to those raids stated that bombing was not the simple matter of slogging it was once thought to be, but a complicated and carefully thoughtout form of attack which had been highly developed by the Royal Air Force. He said, "It is because of this development that bombing is now playing such a large part in preparing the Axis Powers for the final strokes. The better the bombing now, the shorter will be the time taken to obtain full victory and the fewer will be the casualties in the process." He added, "It is because it has become so valuable as a weapon in the Allied armoury that bombing deserves the fullest possible support at this critical moment of war."

* * * *

Tactical Use of Weapon in Allied Armoury. Use of this weapon in the Allied armoury has been developed into a tactical art. First of all, the Bomber Command followed the saturation technique which had the effect of swamping the German ground defences, reducing aircraft casualties and increasing the effectiveness of the raid as a whole. The enemy's reply to this was to concentrate on fighter defences with searchlight co-operation, and thereby break up the attacks and inflict such heavy losses that the saturation technique would be abandoned. But the Bomber Command gave a fitting reply to this German move. It sent out Mosquitos on intruder patrols to hover over enemy fighter aerodromes and attack enemy machines attempting to take off.

* * * *

The engagements undertaken by the Royal Air Force Bomber Command in the spring and early summer of this year may be broadly divided into three, namely, the Battle of Ruhr, the Battle of Hamburg and the Battle of Berlin. The main targets in the Ruhr Valley were Essen, Duisburg, Dortmund, Dusseldorf, Bochum, Oberhausen, Wuppertal, Mulheim and Krefeld. And the Royal Air Force attacks were carried out on an ascending scale of tonnage. Essen was the first German town on which the Royal Air Force carried out a 1,000-ton attack. This was on March 12. The next month, April 26, Duisburg received 1,500-ton of British bombs. Dortmund and Dusseldorf were the targets on May 24 and June 11 respectively for 2,000-ton raids.

Later came the Battle of Hamburg. This was in the fourth week of July 1943. A tactical experiment was made that week, and it was a very great success. The tactics were based on the plan of combining concentration with continuity. The old technique was that of heavy and concentrated attack when the entire raid

(*Continued on page* 8)

WHEN THE LAST VICTORY HAS BEEN WON

By R.G.

When the last victory has been won
and the last bugle has sounded for the dead
will that then be the end ?
will all have been done and said
that is to be said and done, my friend ?

Rather will we have but begun
the task ready for our wayward hands—
our will like fine steel to bend
into a driving spring or bands
to hold passion in place : our appetite
to crack from the crude until
spirit and bright grace distil : our mind
to whet to a sharp edge and fulfil
Reason's far-gazing sight,
no longer led by the blind.

The earth, not fallow but furrowed
with war's ploughshare, awaits
the harrow and the drill :
enriched with blood and the stubble of delight
and drained by tunnels the moles burrowed
the field is ready to conceive new fates :
bones buried ere the last battle
challenge our sowing. Is their undoing
all that is to be done
when the last victory is won ?
Is the tattle of the little-knowing
all that is to be said ?

There are pains
of birth and of growing.
There must be rains for the sowing
and a rending to make ready the earth :
ere the house is rebuilt
the old wall must be torn utterly down :
and many a test tube is spilt
before the new dye runs glowing
and the chemist wins renown.
When the last bugle has sung over the dead,
when the last battle is won,
then winter comes to an end
and the famine and dearth
vanish from under the sun :
it is time for the new growth to spread,
time to build, time to discover
a new world as the beloved her lover,
time to harvest our hope fulfilled—
if only it is so willed, my friend.

They that have gone down
into fruitless graves
under the sand and the snow and the waves,
winning for themselves only barren renown,
have tilled and weeded the field :
if we will as they willed
ours is the rich yield
from a world pregnant with new fate
where they sleep, their duty done.
When the last victory has been won
and the last bugle has shrilled
we may reap the grain at last
and tearing down the wreck of the past
build the future great.

R.A.F. FIGHTER COMMAND, 1939—1943

By GROUP CAPTAIN A. G. MALAN, D.S.O., D.F.C.

Here is an inside story of the development of Royal Air Force Fighter Command by a flying man, a South African, who trained with the Royal Air Force before the war and who has fought gallantly and skilfully since to his credit, is now chief of an important sector of Fighter Command. Malan writes of the training that had its great test during the Battle of Britain—and effectively squashes a Goebbels-like story that after that epic the Royal Air Force was all in. He reviews developments in day and night fighting since then and pays a well-deserved tribute to the new pilots.

I did not climb into a cockpit until I was twenty-five years old. For twelve years I had been at sea, but eventually I realised it was not my kettle of fish and decided that flying was the thing for me.

The idea of going up and flying around more or less aimlessly did not appeal to me and I became passionately interested in applied flying. Soon I realised that to be an efficient fighter pilot one needed to regard the aircraft as a sort of gun platform which could be used at a variety of angles and speeds. The science of fighter tactics and technique was what appealed to me, and I took the Royal Air Force pretty seriously. It is hard to exaggerate the perfection of Royal Air Force fighter pilots of pre-war days. They were slightly older on the average than they are to-day, and they lived for nothing but flying. We flew so often together that we knew instinctively how all the other pilots in a formation would react to any given situation.

We were re-equipped with Spitfires in No. 74 Squadron in January 1939. We changed over from Gauntlets to what is unquestionably the most wonderful single-seater fighter that has yet been produced. The Spitfire had style and it was obviously a killer. We knew that from the moment we first fired our eight guns on a ground target.

When war came along I felt confident that I had a very fine team, though there was probably nothing to choose between it and the other teams of Fighter Command. All the men had the morale and the experience necessary to make good fighter pilots, and although one loathed the thought of war I was very keen to try out the theories we had been practising for so long.

Eventually the day came when we saw our first Hun. Everything worked like a charm. I fired at three Hun bombers and two were confirmed as destroyed. Three of us were engaged that day and between us we accounted for five of the enemy. I knew then that we had not wasted our time in the pre-war days.

After that, fighting became the normal thing, and the air war worked up through various crescendos—from the Battle of France and Dunkirk to the Battle of Britain. During these stages Fighter Command was a perfect machine working on well-oiled wheels. The pilots were magnificent. In my own squadron when we returned from our advance landing-ground to our home base at night we made it a point of honour to return with our navigation lights on and flying in a tight diamond formation, all twelve of us.

WHY WE WON BATTLE OF BRITAIN

After the first combat or two I realised that the Hun also belonged to a team that had been well schooled in the art of war. Yet, when he was really tested, he lacked our spirit. He was a good bully and his tactics were good, but there was a streak of yellow in him. That streak plus the high morale of our pilots and unquestioned quality of Fighter Command aircraft were the real reasons for our winning the Battle of Britain.

Some publicists have told you that if the Battle of Britain had gone on another day or two the Royal Air Force would, in our own jargon, have 'had it,' that the new British pilots would have been swamped by the many Germans. That is not my view. When my squadron was taken out of the front line we were at the top of our form. Recently I had the opportunity of asking one of our senior air staff officers the reason why we were taken off operations after our best day's fighting. He said it was to form a class 'A' reserve squadron for the Battle of Britain. This hardly suggests that the ranks of the Royal Air Force were as depleted as you may have been led to believe. The Hun cracked before we did, and I am convinced he would have cracked first no matter what reserves he had. He realised that the Battle of Britain was not a paying proposition and so he gave it up.

As we fought the Battle of Britain we heard of vast training schemes in the Dominions, but to those of us fighting during most of the hours of daylight the scheme seemed just an idea. To-day, as I command a sector which has destroyed more of the enemy than any other in Fighter Command, I am able to see the results of the Commonwealth Air Training Plan and to realise that those who devised it had extraordinarily clear vision. I was greatly impressed by the training scheme when I visited Canada some time ago. Now it is producing enormous quantities of pilots who are undoubtedly men of the right material.

Since I became a sector commander in Fighter Command I have had to deal with a number of squadrons whose pilots are almost entirely new. More than ninety per cent of them have learned to fly since the war began, and some of the squadrons were not even formed during the Battle of Britain days. But I know that as soon as the need arises they will prove themselves first-class fighters.

In my early days in the Royal Air Force we learned only the theory of fighting, and until war began we had no opportunity of putting it into practice. To-day the fighter pilot is posted to a squadron practically ready to take the air on any operation. In addition to his ordinary flying training he has spent a good deal of time at an Operational Training Unit where he is taught tactics by men who have actually put them into operation. Operational pilots who are in need of a rest are sent to the Operational Training Units to act as instructors, and the pupils are able to get from them the war knowledge and atmosphere even before they fire their guns at a live target. On the whole, the training of present-day fighter pilots is better tactically than it was before the war. Before the war we laid our greatest emphasis on flying training as against tactical training. To-day the new pilot knows that at the most it will only be a matter of months before he is actively engaged with the enemy. But in basic essentials present air fighting is very little different from what it was in 1940, except, of course, that we are now on the offensive and that we have the strength we lacked in the Battle of Britain.

COMBAT HEIGHTS GO DOWN AGAIN

Speeds of combat are roughly the same, and the majority of fights take place at no greater heights than those at which we fought. My old squadron, No. 74, had its best results when, towards the end of the Battle of Britain, it had to fight the high fighter-bombers that the Luftwaffe sent over. During three weeks we shot down thirty-three German fighters for no loss, and the average height of the combats was between 25,000 and 27,000 feet. The heights at which fighting has taken place have largely been governed by the various—and, to my mind, clearly marked—phases of air war. In the early days of the Battle of Britain the majority of the fighting was reasonably low—between 10,000 and 15,000 feet. Then it worked up to between 20,000 and 25,000 feet, and during the Royal Air Force offensive of 1941 it worked up to its highest peak of 30,000 feet and higher. To-day the tendency is for air fighting to come down again, and when we come to the real job of supporting our troops when they invade Europe it will come down to 10,000 feet or less. The finishing blow to the Hun will be administered from a low altitude.

EFFECTIVE CANNON

One of the most substantial changes in fighter aircraft has, of course, been the introduction of cannon. Eight ·303 machine guns, such as we used in the Battle of Britain, have served their purpose. I have always been flat out for cannon. I remember the first Hun I got with cannon, an Me. 109E, behind Boulogne. Normally I fired my machine guns at a range of about 200 yards. This time, to make quite sure, I closed in to nearer range and after a one-and-a-half second burst the 109 blew up. I think only one of my cannon worked, but it was quite enough. The explosion of the Hun knocked my machine about quite a bit, and I came home with a number of holes in it and a big chunk of Hun aircraft wrapped round the Pitot's tube under my port wing. After that I decided to fire at a slightly greater range. The Hun, as I said, was showing little enthusiasm for mixing it. With the introduction of the cannon-firing Spitfire he showed even less inclination for dog-fighting and he has not since recovered his enthusiasm for any fighting but the hit-and-run variety.

The next phase of the air war—the support of ground troops—as we have already seen in North Africa, calls for even heavier armament. The American 50, calibre machine gun is in the cannon class in its effects. The

boys in the Middle East who have had experience with the ·50-calibre gun are very impressed by it. My view is that fire power will tend to increase as the war goes on, but I believe that the single-seater will still constitute our main day-fighter equipment. I believe that the single-engine fighter will always be better for this work than a multi-engined aircraft.

NIGHT-FIGHTER PILOT

One of the most outstanding developments of the air has been in night fighting. At the time of the first night raids of the war we were both day- and night-fighter pilots. Soon night fighting became so complicated and the Hun so cautious that we found it necessary to specialise. Now our fighter pilots are either day or night fighters.

On the whole, the night-fighter pilot tends to be a little older than the day-fighter. I should say that today night fighting is a matter of precision. Night pilots have not the same fear of being caught by a Hun on their tail as the day boys have. Their job is more akin to deer stalking, ours more like a gladiator in the ring. The day-fighter is an opportunist. The night-fighter is a tracker: he is more patient, more of a philosopher, not so impetuous as the day-fighter.

To-day the fighter pilot is definitely better looked after medically than we were. We must have been pretty fit to stand the strain of the Battle of Britain and finish up a complete squadron. What the fighter pilot needs is constitutional fitness rather than the athletic ability to play a game of Rugby flat out for forty minutes. The only advantage you get out of intensive team games is that they tend to improve your morale. It is obvious that the fighter pilot must be perfectly fit. His lungs, eyes, heart, and so on must work perfectly, and I believe that any game which involves accurate timing is the best for him. Squash is, to my mind, the best game, because it makes you think quickly, time accurately, and move speedily, and it can be pretty exhausting. The pilot should obviously, too, have a good eye. You can make a good shot but never an expert. The expert is the man who shoots instinctively, and he should be able to shoot just as well with cannon in a fighter travelling at three hundred miles an hour as with a shotgun at driven grouse.

I was lucky enough to make a tour of fighter units in the United States some time ago, and I was very impressed by the keenness, the clean living, and general fitness of the fighter pilots in America. They were obviously physically fit and mentally alert. Their day bombing, for which my squadrons often provide escort, is magnificent. Its effect, with those of our fighter sweeps, can already be seen on German morale. Tactically, the Hun has not deteriorated in my view. But morally there is a great difference between the German pilots of to-day and those who came 'goose-stepping' over Britain in 1940.

PLEDGE TO YOUTH THAT MUST BE FULFILLED

And when it is all over and the world is free again, what then? I have been in the Royal Air Force some years now, flying and living with these boys. They are an extremely likeable, gallant, magnanimous crowd. This host of youth, with its terrific potentialities for doing good in the world, must not be thrown away after the war, left derelict on the scrapheap of economic want. The United Nations must fulfil their pledges to the youth who now fulfil theirs, even to the sacrifice of life and limb.

Unlike the heavy-bomber pilots, there will not be much future for the fighter boys in civil airlines after the war. They were untrained in business, the professions, or any sort of commercial or industrial skill before war snatched them up. Four years of fighting has done nothing to fit them for commercial careers. It is up to us to see that they do not become the lost generation after this war, as their fathers did after the last. It is a solemn task that we have before us, and the winning of it may be as hard as the winning of the Battle of Britain, and the Battle of Germany which is now upon us.

Meanwhile, alongside the men of the United States, the fighter, bomber, and other pilots and crews of the Royal Air Force and the Dominion Air Forces will be proud to give everything they have until the day when we can at last regard our enemies as soundly and finally beaten.

—Broadcast in the B.B.C.'s African Service.

'THEY NEVER EXPECTED ANYTHING LIKE THIS'

THE Axis and one neutral country have been suggesting that the power of the bomber should be limited. It is not for us to comment on the way the United Nations should achieve final victory, but we think readers may like to read two British views on the subject.

Mr. Attlee, the Deputy Prime Minister, was asked in the House of Commons recently whether he would give an assurance that no representation by neutral countries suggesting the abandonment of air bombing would be considered.

Mr. Attlee replied: 'The destruction of Axis war potential by air bombing is a vital and, indeed, a major feature of our offensive. Neither the enemy nor anybody else will divert us from it, nor shall we relax the vigorous prosecution of the war by this and other legitimate methods until the complete victory of the United Nations.'

And here is what Mr. Priestley said in a recent broadcast in the B.B.C.'s Empire and North American Services:

'I realise that one of the most irritating characters in this irritating world is the man who is always saying, in effect, "I told you so" and "What did I tell you?" Nevertheless, I can't resist the temptation to remind some of you who were listening to these talks of mine during the dark grim days of 1940 that time after time then I said that the Axis would sooner or later regret that they had ever introduced the "war of nerves" into world affairs. I said they would regret it, first, because we had better nerves than they had; and secondly, because the day would soon come when we would turn the tables on them and show them what a real war of nerves is.

'That day is here—and look at them! They don't know where they are. They are running round in circles. Their propaganda departments are trying everything, like some old performer, conscious that the audience is no longer interested, hastily putting out all the bits and pieces in the repertoire.

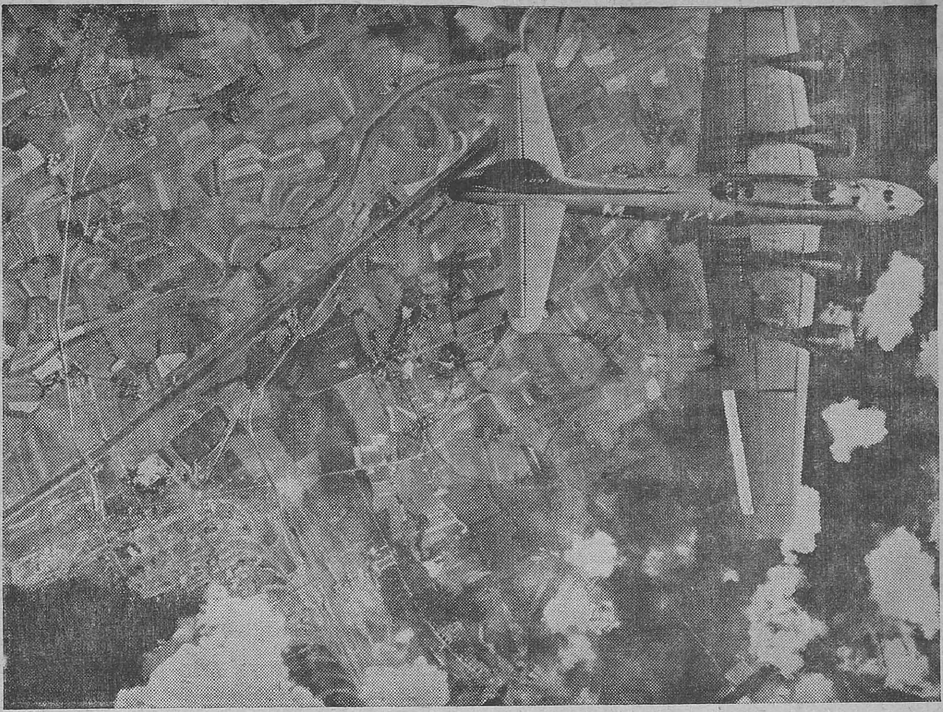
'For almost sublime impudence I award the prize to Rome Radio, which, the other day, tearfully denounced the bombing of Italian bases and industrial cities, saying that they never expected anything like this and that it was all barbarous and unfair. They have chosen to forget a certain day in the early autumn of 1940 when Mussolini announced with great complacency and pomp that his friend Hitler had graciously consented, at Mussolini's request, to allow the Italians the honour, the privilege, of taking part in the bombing of London.

'Yes, there was poor old London, miles and miles of it, just waiting to be bombed every night, and Mussolini was going to have his share of the fun and glory. It was, in fact, going to be a lovely short war in which you just finished off your prostrate opponents. It is pleasant to remember that our Spitfires blew his miserable Italian bombers out of the sky when they did appear.

'And now all this bombing, which was such fun when the wretched Abyssinians were being blown to bits, is a chicken that has come home to roost. And what seems to me so peculiarly contemptible about these Fascists is that when the rest of us were quiet and peaceable, they were so desperately tough and sneered at us because we didn't want to live dangerously as they did; but that when, after every possible provocation, we get tough and they really have to start living dangerously, they begin to whine. Instead of saying to themselves: "Well, we've asked for it and now we've just got to take it," they start protesting and blubbering. And what is maddening to me —and I'm sure it is to you, too—is that, so far, it is not these Fascist and Nazi leaders—who are directly responsible for all this misery—who are doing the suffering: it is their miserable people who hear the bombs come whistling down, who go sleepless and hungry, who see all their life in ruins, while these bullies and cheats still lie snug at night, eat and drink whatever they fancy, and hardly know yet what discomfort and danger are.

'I long for the day when these super-crooks, with all their fake medals jangling on their quivering uniforms, are being chased down their main streets by Spitfires and Whirlwinds or find themselves running into our tanks and armoured trucks. Let us hope that, whatever happens, they are never allowed to escape into ease and comfort, but that the misery they have brought upon their people is more than amply shared by them, and that we make such a terrible example of them that never again will ambitious and unscrupulous men come strutting out on balconies and talk and swagger until they set the world on fire.

—London Calling.



RUHR RUBBER FACTORY BOMBED.—Smoke rises from bomb hits on Nazi synthetic rubber plants during a raid on Huls, in Germany's industrial Ruhr Valley, by United States Army Flying Fortress bombers, one of which is seen in the picture. The attack took place June 21, at the close of a month of Allied aerial operations during which the Ruhr received the greatest air bombardment ever given an area its size, with seven factory cities blasted by 10,000 tons of bombs.

WHAT R.A.F. DAM-BUSTERS DID TO THE RUHR

By CARL OLSSON

The inside story of the daring attack on the Mohne, Eder, and Sorpe dams.

IN the early hours of the morning of May 17, 1943, nineteen Royal Air Force Lancaster bombers took off from an airfield somewhere in England on a mission for which the aircrews had been training in secret for many weeks before.

Their objectives were the great dams—the Mohne, Eder, and Sorpe—controlling the water-supply to most of the great industrial areas of the Ruhr and to a large part of Western Germany. These dams also fed hydro-electric generators which provided a power-supply for some of these regions.

Their orders were to reach and attack the lakeward face of each dam in turn with a torrent of high explosive, and if possible to smash a breach which would release all the pent-up waters of the lakes behind. For special reasons, which will be explained later, sea mines were to be used instead of bombs.

So to use the forces of nature against the enemy was something new in the technique of air assault. Everybody, from the officers who planned the assault to the crews who were to carry it out, knew that the whole venture would be extremely hazardous. But nobody could know whether it would succeed or to what extent it would be militarily profitable.

The day after the attempt was made the whole world knew that it had been a success. At a cost of eight aircraft the two biggest dams had been smashed and the third, the Sorpe, severely damaged.

RIVEN TO ITS FOUNDATIONS

Reconnaissance photographs established that the huge Mohne dam had been riven to its foundations. The breach at its crown was 230 feet wide and the waters from its lake had swept in a tidal wave over scores of miles of countryside, flooding four towns, destroying bridges, railway lines, and roads, sweeping away numerous power stations, factories, storage dumps, and industrial buildings.

The Eder dam had a breach 180 feet wide and the water level had fallen seventy-five feet, leaving only about one-eighth of the previous storage capacity of its lake. Here too, in the valleys of the Eder and the Fulda, the released flood caused enormous damage in built-up areas, including the great town of Kassel, and to communications, power stations, and airfields.

It was not a raid: it was a cataclysm. But the pictures brought back by reconnaissance aircraft showed only 'immediate' damage. It is now clear that what the Air Ministry experts call 'consequential' damage is infinitely greater; that this attack, carried out by less than two squadrons of bombers, has achieved more in the destruction of the enemy's war potential than any one of the biggest raids since the beginning of the war.

And here is the reason why. For generations the vulnerable point about the Ruhr region with its densely packed industrial areas such as Essen, Duisberg, Dusseldorf, and Wuppertal, has been its water-supply. Its network of small rivers, flooded in late spring, are half dried up in summer. Iron and steel and coal by-products are key industries in the area. All of them use prodigious quantities of water, and their development has been controlled by the nature of the water-supply.

Further east, across the Sauerland range, in towns such as Kassel and others near the Eder and Fulda, there was the same situation. And the two great dams of Mohne and Eder were built to rectify this fluctuating situation—to maintain ample and regular water-supplies.

After Hitler's rise to power, and so that the war industries of these regions could be further extended, great new water undertakings were developed, all of them 'keyed' on to these dams and dependent on them. But now the dams have gone and the whole system has been thrown out of equilibrium.

And what does that mean? Not only are these vastly swollen industries competitors with the ordinary public services (and their increased users) for the scantier, irregular water-supplies, but with the Civil Defence services.

And it is the considered opinion of the experts who planned this attack on the dams, and have watched events since, that before this summer is out the Germans will have but one choice: either to shut down the industries on an enormous and crippling scale within these areas or to let their cities burn.

Reports are already coming in about this vast 'consequential' damage: of Ruhr factories which have been shut down on the orders of Civil Defence chiefs; of areas which have burned for days after a raid, not through lack of efficiency in the fire services but through lack of water.

There are problems about sanitation. Many miles away from the broken dams, small rivers and canals flooded and sewers silted up in the cities, waterworks were destroyed in the first tidal waves or broke down. The people of the Ruhr have been warned to boil all water before drinking it.

Truly, never has such a heavy blow been inflicted on the enemy by so few at so little cost.

WHY NOT BEFORE?

It is possible now to add some further information to the previously published stories about this great exploit. A good many people have asked, for instance, why, if such results could be achieved, the attempt on the dams was not made before.

The simple answer is that until the Lancaster came along, with its great carrying capacity, its great speed and manœuvrability, we had no aircraft suitable for the task.

Long ago—probably three years back—those dams were on our target list. Air photographs were often taken and constantly studied together with intelligence reports, and long ago a basic method of attack was worked out.

Following an abortive attack by torpedo-carrying aircraft on an Italian dam many months ago, the Germans took alarm and mounted torpedo nets across the face of the dams and some feet away. But it was an unnecessary precaution. The great thickness of these dams—well over 100 feet of concrete at the base, precluded any success with torpedo attack.

Our experts decided that the only way to force a breach would be to apply a series of rapid and heavy high-explosive 'pushes' *underwater*, against the face of each dam. And the missile decided upon was the sea mine, because it has a greater weight of explosive in proportion to weight of case than does a bomb. There were also fusing and aiming difficulties with a bomb.

These decisions ruled out minelaying aircraft such as the Hampden, because it could not carry enough mines. A whole 'stick' of mines would be needed from each of several aircraft in succession to give a sufficiently powerful blow. A precise timing for the attack was also necessary—at the tail end of the spring floods and before the summer drought.

At that time last year we had not enough Lancasters to spare for such a venture. But with the advent of more Lancasters and plenty of highly-skilled crews experienced in minelaying and in the 'saturation' raids over Germany, the tactical plans and training were put in hand.

GIBSON WENT IN AT TWENTY FEET

Planning the attack involved very onerous decisions. It was seen, for instance, that only a *very* low-level attack —less than a hundred feet—would have much chance of success. In actual fact, Wing-Commander Gibson, V.C., D.S.O., D.F.C., who led the attack, went in at only twenty feet above the water level. And most of the following aircraft went in at this height.

Such a plan involved the attacking forces in two great hazards. It was known that a large concentration of low flak had been mounted in the dam towers and on the banks, and thus the aircraft would have to meet a tremendous amount of virtually point blank fire. Also, such a low-level attack exposed the aircraft to heavy risks of blast from the exploding mines. It is believed that some of the eight missing bombers were, in fact, destroyed by this cause. (There is a story, not from official sources, that one Lancaster was seen caught on an upflung tower of water a hundred feet high—just like one of those jet-suspended balls in a shooting gallery—and flung like a toy airplane into the lake.)

The crews who went knew all about those hazards and accepted them fully. Split-second timing of the assault by each aircraft was also necessary if the necessary explosive force was to be exerted and the operations have a chance of success. And the utmost precision in aiming the mines was necessary so that they would slap up against the face of each dam. No easy matter for an aircraft travelling at about 300 miles an hour in the face of withering fire!

ENDLESS PRACTICES AND REHEARSALS

So at an English aerodrome the selected aircrews with the bombers they would use went into endless practices and rehearsals. They practised till every man, from the gunners, who would have to put up 'blanket' fire against the defences, to the pilots and bombardiers, knew their jobs to a hair's breadth. They practised till each aircraft could drop its dummy mines between a pair of rugby goal-posts, beneath the cross-bar, and in line with the posts.

Therein lie the real reasons for the astounding success of this desperate venture. First, the most meticulous planning and timing. Second, sheer perfection in practice and training. And only third, the fortitude of the crews who did the job. For without the first two factors all the courage in the world would have been of no avail.

As it was, and as it was done, this small unit of the Royal Air Force struck a blow against the heart of the enemy and achieved a measure of devastation which a whole army could scarcely equal, a blow which may yet prove to be one of the most crippling of the entire war.

—*London Calling.*

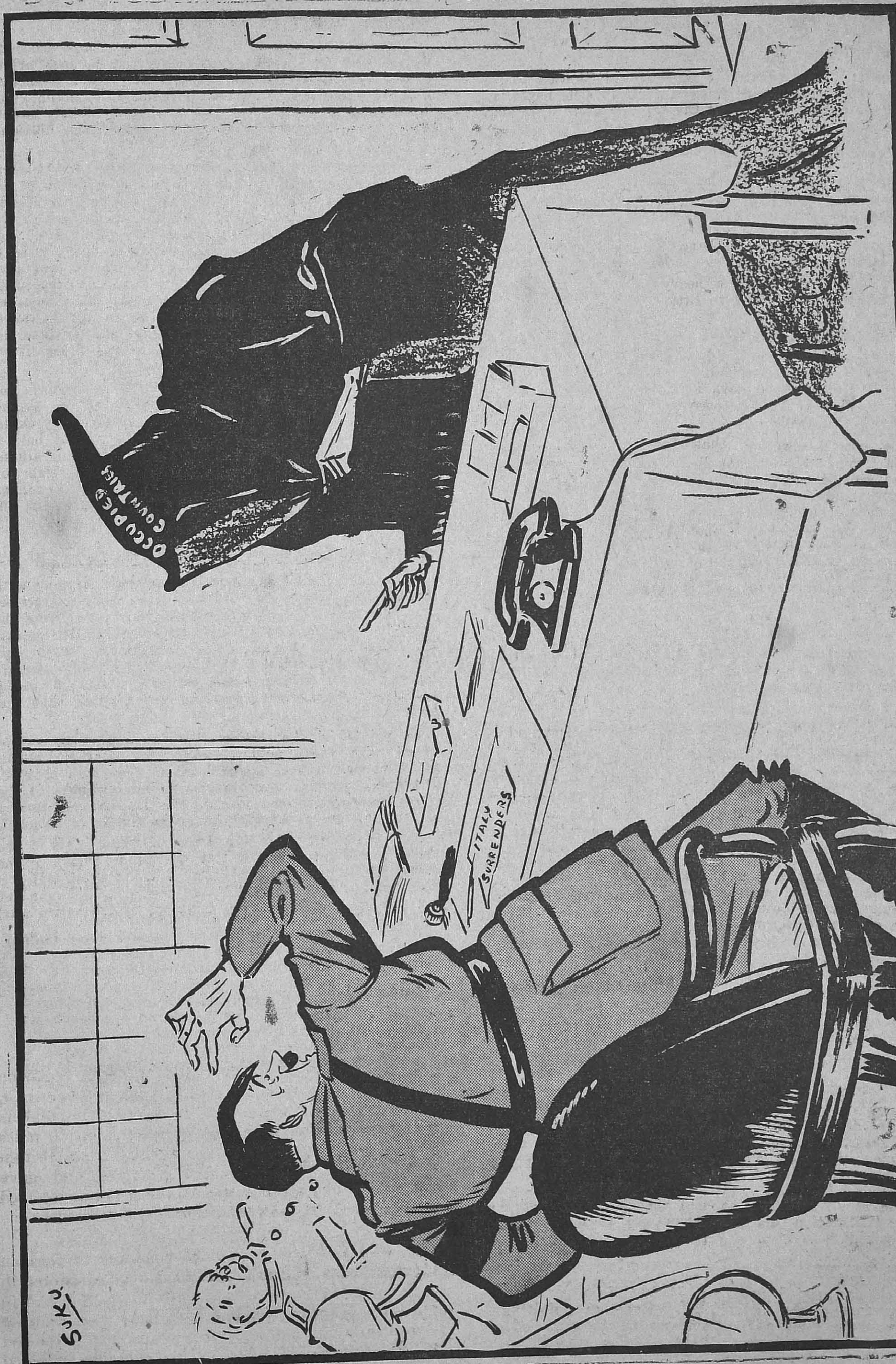
RUNNING COMMENTARY—(*Continued from page 4*)

was completed within an hour. In the Battle of Hamburg the tactics of continuity were added. Hamburg had eight raids between July 24 and August 2, four by heavy bombers of the Royal Air Force, each of which dropped more than 2,000 tons in about three quarters of an hour, two by heavy bombers of the American Air Force and two by Royal Air Force Mosquitos. The importance of the Mosquito raid lies in the fact that it gives an added momentum to heavy-weight attacks by linking them together with intermediate raids. These fast day-bombers which can carry a load of nearly a ton help to provide the continuity required to spread the maximum confusion among the anti-aircraft defences of Germany and thereby enhance the effect of the heavy bombardment.

* * * *

Then we come to the Battle of Berlin. The successful tactics followed by the Royal Air Force over Hamburg were tried on Berlin. The Battle of Berlin began on August 12. Between that date and September 4, Berlin had ten air raids, three by heavy night bombers and seven by Mosquitos. Though Berlin is 150 miles farther away than Hamburg, aircraft from Britain broke through the formidable defences and gave HITLER's capital the heaviest drubbing it has received at a comparatively low cost in men and machines.

So great and terrific was the pounding of German industrial towns generally by the Royal Air Force in recent months that German aircraft production had to take on a defensive character; it had to concentrate on construction of fighters. It is stated that at the end of last month British night-bomber pilots encountered more fighters than on any previous occasion. But it is well to bear in mind that in spite of increased German fighter strength the softening process of the German war machine is being carried on at an appreciable pace by the Royal Air Force.



"THOU SHALT SEE ME AT PHILIPPI"

—Specially drawn for the *Madras War Review.*

THE RUINS THAT WERE HAMBURG

EYE-WITNESS ACCOUNT OF BOMBING

A description of the ruins that were Hamburg has been given to me by a stoker who deserted his German ship a few days ago, cables the *Daily Telegraph* Stockholm correspondent.

He said: "The submarine yards appear to a layman's eye to be smashed beyond hope of repair. At Howaldt's Werke the bows of three wrecked U-boats stick up from water."

He saw the raids. "We lay far out in the river Elbe," he said to me, "all that terrible week from July 24 to August 1. The dock area was simply a mass of flames from which grotesquely twisted girders stuck white-hot fingers.

"Dense smoke hurt our eyes and throats so much that we could not get near the shore. Besides the whole dock area was cordoned off by armed guards. They will never be able to rebuild Hamburg as it was—at least not during this war."

Erwin Mueller—for obvious reasons that is not his real name—spoke in a voice that was tired and unemotional as he tried to describe death amid fire in Germany's second greatest city. Describing the damage to submarine yards, he said that at Blohm and Voss, the damage was even worse than at Howaldt's Werke.

"Not only U-boats but three big floating docks with ships in them lie shattered to pieces. Work had not been resumed when I left Hamburg a few days ago. Oil fires were perhaps the worst because the fire brigades lacked the chemical equipment to extinguish them. Firemen were compelled to watch them spread and go on blazing until all oil stores had burned out. The great refineries of Rhenania Ossag burned for a fortnight. At Pertorleum Hafen the heat was so intense that it blistered buildings on the other bank of the river.

"Dozens of oil storage tanks, including those belonging to the Deutsche Amerikanische Company burned to the ground with hundreds of tons of precious oil."

He has himself seen brigades from Kiel, Bremen, Muenster and Hanover.

"They could work eight hours that first Saturday night," he said. "Then the city water-supply was hit and cut off. Firemen had to work with water drawn from the river Elbe." Civilian morale has completely broken down in many districts.

"The people went mad in shelters," he said, "they screamed and threw themselves, biting and clawing against doors which were locked against them by the wardens. Relief work did not begin properly for 24 hours. Medical supplies were insufficient in Hamburg. They had to be telegraphed for from all over Germany. Food was also scarce until the army brought supplies into the city on the second day of the blitz. Every morning, one saw red eyed, smoke blackened scare crows lined up near the army field kitchens."

Muller told me that a gunpowder factory in a village 15 miles outside Hamburg received a hit which set off the powder stores like a chain of firecrackers until not only the factory but the whole village was wiped from existence. He recounted how flour mills and silos at the Hamburg harbour burned for two days and nights and how the main railway station was blasted and how Lombard's Bruecke to the east and Bilhorn Bruecke to the south-west were both smashed so that no train could run into or out of Hamburg from Sunday, July 25 to Thursday, July 29.

He told how the old town was flattened so that one could look across it without a single wall interrupting the view; how the Hamburg station hall had been destroyed.

ITALY'S UNDERGROUND FRONT

By EUGENE LENHOFF

LESS has been heard in this war of the underground front in Italy than of organized resistance in other countries. The Ovra, the Italian Gestapo, an instrument of oppression of the first order, arrested everybody suspected of being actively anti-Fascist. The small islands off the coasts of Italy were turned into concentration camps. They swarmed with "confinati", i.e., political prisoners.

However, from the moment it became obvious that Italy might be the scene of an Allied invasion, the underground front burst into renewed activity. The number of the underground newspapers and leaflets grew apace. The first sign of the great awakening of large sections of the population was the strike at Turin at the end of March. The strikers ostensibly demanded only economic concessions, but the clandestine papers and pamphlets which support their cause are urging that an end be put to the war and that Fascism and Nazism be wiped out.

LIBERA

There are four clandestine papers which carry on the underground struggle. They are the *Italia Libera*, the mouthpiece of the *Partito d' Azione* (action party), the *Terzo Fronte*, the socialist party's paper, the *Unita*, the Communist organ, and *Riconstruzione* (Reconstruction). This clandestine paper represents the views of the Liberals, Socialists and Catholics. It advocates the union of all Italians who hold anti-Fascist opinions for the "liberation of Italy from the German and Fascist yoke."

ACTION PARTY

Four closely printed pages of *Italia Libera* contain the programme of the underground "party of action." This programme gives a fresh impetus to the spirit of the great Liberal movement for freedom in the 19th century—the Risorgimento in twentieth century garb. Among the demands put forward in the *Italia Libera* programme is the guarantee of all civil and political liberties, supervision of the Executive by legislative bodies elected by the people and independent legislation. Membership of the "party for action" is open to all those who are free from prejudice and have no affiliation with any other party. It includes, according to *Italia Libera*, progressive liberals and Garibaldian democrats.

Some points in the Action Party's programme are identical with those published in *Terzo Fronte*, the Socialist paper. What is significant is that both these underground groups advocate the re-establishment of the free co-operative movement. The Italian co-operative societies were a powerful factor in Italy's economic life. For 20 years even the Fascists had not the courage to dissolve them. They merely introduced their own men into key positions. Mussolini abolished the National Institute of Co-operative Societies by a decree of July 5.

Towards the end of June the most radical of all Fascist papers, the *Regime Fascista*, under Farinacci's management, fulminated against the intellectuals consisting of militant Catholics, professors and liberal academicians. *Regime Fascista* warned against these people "who have no use for racial theories, who regard anti-Semitism as a relapse into medieval obscurantism; they are anti-German, they regard the Axis as a tragic mistake and German-Italian friendship as a betrayal of the best Italian traditions." Mussolini threatened all these circles "which desire to break the moral and material unity of the people" with ruthless suppression.

UNDERGROUND FORCES RALLY

Meanwhile there has been a remarkable rallying of the underground forces. It became known during the first week of the invasion of Sicily that all anti-Fascist groups—Catholics, Liberals and Socialists—had agreed upon common action and had set up joint committees in every part of Italy.

THE TIME-LIMIT

Back from leave, the soldier was telling his mates about the great time he'd had at home.

"Well, as a matter of fact," has was informed, "you missed something here. The R.A.F. chaps invited us to their camp, and we had a whale of a time."

"Did you stay long?"

"Oh, just till the corkscrew got hot."

Photograph of a helicopter which is likely to play a great part in the battle against the U-boats.

AERIAL TAXIS WILL FIGHT U-BOATS

By GROUP CAPTAIN M. G. CHRISTIE, C.M.G., D.S.O., M.C.

WE are living in an age of speed. Particularly in the realm of both military and civil aviation, speed has been the outstanding aim. And rather naturally so, because superior speed over the enemy gives military aircraft great tactical advantages, while the high speed of passenger and goods-carrying air liners is the one big advantage they possess over all other forms of transport.

But modern flying speeds, ranging as they do from 250 to 400 miles an hour, require specially prepared aerodromes of at least 1,200 yards square for safe landings, and such areas are rarely available close to towns or in densely populated districts where they are most needed.

Air travel continued to involve a relatively long motorbus drive from aerodrome to nearest town centre, which even then was often a long distance from a passenger's office or home. To make it possible for passengers by air to arrive near home or office a form of aircraft which we may call an 'aerial taxi' was required. The problem of how to construct such an aircraft was by no means easy. For it had to combine forward speed with a reliable means of vertical descent—that is, the ability to alight on a patch of ground just large enough to contain the aircraft.

HELICOPTERS FOR THE U-BOAT WAR

It is not to be wondered at that most aeronautical designers preferred to pursue their search for ever speedier airplanes; only one apparently persisted in experimenting with vertical propulsion, Igor Sikorsky, a Russian American. Success eventually crowned his efforts, but little or nothing was heard in Great Britain of this remarkable achievement until Captain Balfour, Parliamentary Under Secretary for Air, announced in the House of Commons on March 11 last that Britain was acquiring a number of helicopters for the protection of our shipping and our convoys. It must be assumed that he was referring to the latest edition of Sikorsky's vertically propelled aircraft, a helicopter, which the designer successfully demonstrated in America in April 1941, when he flew a smaller model, manœuvring and hovering over about half an acre of ground at varying heights for an hour and a half.

What does a helicopter look like? Imagine to yourselves a small seaplane equipped with floats, but stripped of its wings. The body or fuselage is made of a framework of duralumin or seamless steel tubing partly covered with fabric and is about thirty-eight feet long. The pilot sits out in a front cockpit; behind him the engine is located above the centre of gravity and drives a large four-bladed airscrew about thirty-six feet in diameter at the end of a steel shaft. This airscrew rotates overhead in a horizontal plane and causes the aircraft to rise vertically, while a much smaller airscrew about eight feet in diameter at the tail end of the machine facilitates accurate steering. The whole weighs a little over a ton. The main airscrew or rotor stands twelve feet above ground. The earlier model achieved forward speeds up to eighty miles an hour and covered approximately fifteen miles to the gallon of petrol. The twin floats of the Sikorsky helicopter are elastic and filled with low-pressure air so that the machine can land equally well on hard ground, water, snow, or ice.

Now let us see how it flies. On starting the engine the large horizontal propeller or rotor gathers speed and soon lifts the machine off the ground. It then climbs vertically upwards. At the height of a few hundred feet the pilot may decide to fly off in a certain direction. To do this he tilts forward the shaft of the rotor with the aid of his controls so that part of the lift is converted into horizontal thrust and the machine travels forward. The pilot steers by operating the small airscrew in the tail which functions like a rudder. All kinds of locomotion are possible. If the pilot tilts the rotor shaft backwards, the machine flies backwards tail first: a tilt sideways and the machine travels sideways like a crab. In short, it can dance to any tune you may choose.

VERTICAL DESCENT THROUGH GAPS

Let us now assume the machine is over the spot selected for landing. It may be a very narrow space, or one surrounded by buildings. The pilot lets the machine hover and then brings it down gently by throttling the engine. His controls give him such command over the machine's movements that he can descend vertically through narrow gaps and alight accurately without a bump on land or water. If for some unforseeable reason the engine fails in mid-air, the machine 'windmills' down slowly—the drag of the rotor running free prevents a fast fall.

I'm sure you now see clearly how these helicopters can protect convoys. They should be able to take off from or land on quite small types of merchant ships, carrying depth charges, and fly ahead of and around the largest convoys out in mid-ocean at distances where land-operated planes cannot yet operate efficiently. They will be used, I've no doubt, to spot enemy submarines, hover over them and bomb them, or at least compel them to remain submerged till the convoy has passed on its way.

Lastly, the eggs are not all in one basket like fleet planes in an aircraft carrier. A squadron of helicopters can be dispersed throughout a whole convoy of vessels to the maximum advantage of both. Designed originally to perform the purely peaceful mission of an aerial taxi, the Sikorsky helicopter by a queer stroke of fate seems destined to start life on the high seas as one of our most vital weapons of defence.

—Broadcast in the B.B.C.'s Pacific Service.

FASCISM IN FRANCE—'ALWAYS JUST ROUND THE CORNER'

By DAVID SCOTT

A winter's evening in the Place de la Concorde, the great square in the heart of Paris. It is just getting dark. The Champs-Elysées on one hand, the Tuileries gardens on the other are full of shadows. In the windows of the United States Embassy, the Crillon Hotel and the Ministry of Marine on the north side of the square the electric lights snap on one by one.

On the south side of the river, across the Pont de la Concorde, a big square building with a columned and pedimented front shows no light at all. This is the Chamber of Deputies—*la maison sans fenêtres* (the House without Windows), as a Frenchman once unkindly called it. From the outside it looks dark and dead, but inside it, in the semi-circular debating hall, a feverish discussion goes on. The Daladier Government, faced with insurrection from without and criticism from within, fights for its life. Leon Blum, the Socialist leader, stands at the tribune. He begs the Government to face its responsibilities squarely. Behind and above him in the Presidential chair, Fernand Bouisson, a Socialist himself, fidgets uneasily. Several times he leans forward and whispers urgently to Blum. 'Hurry up,' he says, 'hurry up, they're coming.' Blum takes no notice of Bouisson's jitters. He goes on with his speech.

They're coming all right. The Deputies in their sealed Chamber can't see or hear them, but through the little window on the staircase, where I pause on my way to the telephone, the roar of an angry mob comes like the thunder of the sea. Across the Seine I can see the polished helmets of the mounted Republican Guards shining under the clustered lamps. They ride slowly to and fro in the open space beyond the bridge, trying to keep the crowds on the move. Beyond them the Place de la Concorde is black with people. Between them and the Chamber the empty roadway of the bridge is barred in the centre by a black wedge of policemen, waiting silently. The big police trucks from the Perfecture are drawn up behind them, wheel to wheel, to form a barricade.

We've been getting used to this sort of scene in Paris lately. For three months, night after night, the young royalists of the Action Francaise have been raising Cain on the left bank of the Seine, turning the students' quarter into a battle-school for insurrection. Tonight it is more serious. The ex-soldiers' associations, headed by the bombastic Colonel de la Rocque and his Croix de Feu, have been brought into the game. From all sides—down the Champs-Elysees, the Rue Royale, and the Rue de Rivoli along the banks of the Seine from the Hotel de Ville—columns of demonstrators converge on the Chamber of Deputies.

Most of the demonstrators are honest, patriotic Frenchmen, ex-soldiers of the last war, taking part, as they think, in a mass protest against the Stavisky scandal and the corruption in high places it revealed. They don't know that they're being used to give mass support to a carefully engineered Fascist *coup d'état*. They arrive in the Place de la Concorde singing patriotic songs. But already, ahead of them, excited students and paid rioters of the Fascist bands are bringing the demonstration to a climax.

Suddenly, from the thickets in the Elysée gardens, shots ring out. They are followed by a howl of execration as the mounted police spur their horses towards the spot. The crowd surges forward: from its first ranks a hail of missiles—stones, nuts and bolts, pieces of iron torn from the park railings—falls on the police cordon. The mounted men are unseated, trampled underfoot. Their horses are hamstrung with razors. The crowd reaches the bridge, storms on to it, presses back the desperate men in uniform. It is half-way across; it has reached the line of trucks; one is overturned, another set on fire. The thin line of police bends back and breaks. They are overwhelmed. A sharp order cuts through the din; the single note of a bugle sounds shrilly. That is the order to shoot: it is followed on the instant by a crash of firearms. The rioetrers break in panic, stampede for safety, throwing the columns of deluded ex-soldiers into confusion. The police follow up their advantage; they secure the bridge once more, while the mounted guards rally and clear the square.

IF DALADIER HAD STUCK TO HIS GUNS

That was the night of February 6, 1934, a night of turmoil that ended well for the Government. The next day Daladier was sitting pretty; he had his majority in the Chamber and the assault on Parliament was stemmed. But Daladier lost his nerve, as he was to lose it again in the Czech crisis. Rather than face the prospect of more rioting he resigned. It was the first time in the history of the Republic that a Government with a constitutional majority had capitulated before the threat of violence.

Even so, the spirit of anarchy was checked for a time. The *putsch* that failed roused the latent forces of the real France. There were huge, peaceful, and impressive demonstrations against Fascism. The foundations of the Popular Front were laid. French Democracy showed the world that it was wide awake. It wouldn't submit to chaos organised on the Fascist model.

If Daladier had stuck to his guns and called on all true friends of the Republic to rally to its defence, the recent history of France would have been different. But his abdication let Fascism in by the back door after it had failed to force the main entrance. Without ever really going Fascist, France started on a period of five or six uneasy years during which Fascism was always just round the corner. Whenever the anti-Fascist forces were in the ascendant, as they were after the elections of 1936, underground influences set to work. Whenever the friends of Fascism held the scales, as they did when Laval was in power, they tilted them in favour of the Dictators and against Democracy.

Even then, popular feeling against Fascism was so strong that the pro-Fascists made no open bid for power. When Leon Blum became France's first Socialist Prime Minister he was allowed to carry out a limited progamme of social reforms, but the big financial interests throttled him by a strike of capital directly his programme seemed to be succeeding. The damming of the stream of progress was more subtle and more secret in France than it had been elsewhere, but no less effective.

LAVAL THE QUISLING

When Laval became Prime Minister he played the part of a quisling rather than a would-be dictator, but there was no doubt where his sympathies lay. When Mussolini made war on Abyssinia it was Laval who wrecked the League of Nations rally against Rome. In so doing he finally destroyed the system of collective security that the Democracies had tried to build. Great Britain, unprepared for war and finding France a broken reed, made 'appeasement' her watchword. Leon Blum was obliged to accept and even to sponsor the non-intervention policy in Spain. From that moment the road lay clear for the Dictators. They scored their first joint international triumph in the humiliation of the Democracies at Munich.

It was only fitting that Daladier, who had shown his fatal weakness in the Paris riots, should be France's representative at Munich and her Prime Minister when war came at last. As Prime Minister he governed as much as he dared in defiance of Parliament, impatient as he was of democratic control. As Defence Minister he was the obedient servant of Gamelin and the General Staff. The result was that war found France committed to a static defence of her frontiers which was finally blasted by Hitler's panzer divisions. Her war potential had never been thoroughly mobilised, and years of internal crisis had undermined civil administration.

STRANGE AND SINISTER FIGURES

Strange and sinister figures flit through this twilight of the French decline. For long, Colonel de la Rocque, always breathing threatening and slaughter against the Republic but never daring to give the word for action, held the centre of the stage. There were leagues within leagues, faction leaders whose ferocity was in inverse proportion to their real difference. A certain Bucard, a faithful imitator of Hitler's unlucky friend Roehm, formed a gang of young thugs in blue shirts who took the S.A. as their model. Councillor Prince, a relative of ex-Premier Chautemps, brightened the last phase of the Stavisky scandal by his suicide, elaborately contrived to look like murder. At one stage the Marseilles dope kings took a hand in the game. In Algeria, which later became a viper's nest of exiled Fascist agents, a loud-voiced priest, the Abbé Lambert, made himself mayor of Oran and distinguished himself by the unchristian violence of his speeches. In the 'red' Paris suburb of Saint-Denis, Doriot, for years its Communist mayor, suddenly abandoned Communism for the richer prizes that Fascism had to offer.

In such a welter of plot and counter-plot, of controversy and contradiction, it is no wonder that France faced her supreme ordeal like a boxer with one hand tied behind him. I doubt whether the French débâcle in the field could have been avoided in any case. The French Army

simply wasn't strong enough in men or machines to face Hitler's hosts alone. But even if we admit that the French defeat was inevitable there was no good reason for the abject acceptance of defeat, the refusal even to consider resistance outside France itself, that marked the closing stages. This was due to the presence in Paul Reynaud's Government of men who all along had had a sneaking admiration for the Fascist regimes and who preferred surrender to Nazism to the alternative of rallying all the forces of Democracy for a fight to the death.

As the event showed, there was actually a majority of such men in the Reynaud Ministry when it held its last meeting at Bordeaux. The incredible thing, which brings the fall of France into line with the collapse of Democracy in all the other countries where Fascism has triumphed, is that these men were needlessly and deliberately taken into the Government by Reynaud himself.

What possessed this energetic and clear-headed little Minister, at the very crisis of France's fate, to surround himself with such potential traitors as Baudouin, a financier of doubtful reputation; Jean Prouvost, a reactionary journalist without political experience; Ybarnegaray, a Basque Fascist who was a member of the Croix de Feu and an intimate of Lequerica, Franco's Ambassador? Was Pétain's former prestige worth the risk of making him Vice-Premier, when his pro-Fascism and defeatism were well known?

The answer is painfully simple, and it shows once more how easily Democracy can be betrayed by a human weakness that its enemies know how to exploit. Paul Reynaud took Baudouin into his councils at the insistence of his intimate friend, the Countess Hélène de Portes; and it was on Baudouin's advice that he later opened the door to Pétain and the lesser defeatists in his train.

Countess de Portes was Reynaud's evil genius: she was hand in glove with Nazi agents and pro-Fascist circles. There was a French Fifth Column, if you like—those ambitious women, without a vote or any recognised political status but determined to have a finger in the political pie, who twisted French politicians round that finger.

So you see the old essential Fascism—German Nazism in this case—using the tactics of disruption even in the hour of military triumph, climbing to power in a defeated nation not only over the bodies of her soldiers but through the human frailties of her leaders and the intrigues of those around them. Fascism never won a clear victory in France. Even now Hitler's troops live there on sufferance; Hitler's toadies at Vichy tremble for their safety every day. The attempted Fascist revolution of 1934 was defeated by the vigilance and commonsense of the French people. But the seeds of disruption were sown then. Thanks to the weakness or dishonesty of those who had the French State in their keeping, they bore fearful fruit.

—Broadcast in the B.B.C.'s North American Service.

OPENING A DOORWAY TO FREE CHINA

HOW do we stand in this war against Japan? Four Allied Commands are actively involved—the Alaska Command under Major-General Buckner, the Free China Command under Generalissimo Chiang Kai-shek, the South-West Pacific Command under General MacArthur and the newly formed East-Asia Command which is being based on India and Ceylon.

Viewed strategically, the recent operations undertaken by the Alaska Command of Attu and Kiska are seen to have been primarily defensive. We may dismiss as afterthought the Japanese Premier's statement that their sole object in going to the Aleutians 14 months ago had been to divert American troops to them from other more vital theatres. So long, however, as the Japanese held a footing in the Aleutians, the threat to Alaska necessarily immobilized considerable Allied naval forces held in readiness to meet it. The removal of the threat has now released these naval forces; so the real object of the campaign has been attained.

We should be wrong to expect any immediate further advance in this quarter. The Allies in the Aleutians are now face to face with the strongly held enemy screen of the Kuriles across 800 miles or more of peculiarly difficult waters, and they might find difficulty in developing strength to penetrate the screen through denial of their use of the intermediate continental bases in Soviet Kamchatka.

We come next to Free China. In May of the last year, after General Doolittle's air raid on Tokyo, the Japanese completed their occupation of China ports. Since then, Free China has been wholly isolated from the outside world save only for such exiguous supplies as can reach her either by air or else by the old silk road from Asiatic Russia through the Little Gobi Desert.

About the same time, the Japanese launched their 100 days offensive directed inland from their coastal bases, one object of which was to eliminate all "bomb Japan" airfields within effective range of the homeland. Subsequently, after destroying the airfields, the Japanese withdrew. But they still hold without much difficulty practically all that they want of China. With ports in the lower reaches of waterways and large sections of communications in their hands, they have little need to embark on extensive schemes of further conquest.

We may conclude that until the Allies can send her material and military aid on the ample scale required to activate her, Free China with all her magnificent fortitude will remain little more than a line of defence against the Japanese.

How then is the siege of Free China to be raised and the war brought home at the same time to Japan? Clearly the task rests jointly with the South-West Pacific and the East-Asia Commands.

It seems that the strategy of the East-Asia Command should be complementary to that of General MacArthur. In other words, it should be directed against the Japanese controlled continental railway system and to the relief of Free China.

On this basis then let us consider the three most obvious possibilities. First, land invasion of Burma across the Assam frontier. This course seems to be precluded by the peculiar difficulties of the terrain, entire lack of permanent communications and recurring monsoon rains which would inevitably destroy all temporary road construction. The Japanese based on Rangoon on communications which they have been busy improving, would fight there at a distinct advantage.

The second possibility is sea-borne invasion of Burma through Rangoon. Such an operation might retake Burma but it would scarcely re-open the Burma Road. That road was never designed for the passage of an army and to try to use it for this purpose would defeat our object by effectually barring the passage to any supplies whatever destined for Free China.

The third course is sea-borne invasion of Burma through Moulmein and Tavoy well to the south of Rangoon designed to strike east into Siam and so to cut at one blow both the railway link which the Japanese are reported to be building between Bangkok and the Burma system and their rail communications with Malaya. Moreover, once firmly established in key centres of Siam and Indo-China, the East Asia Command could attack the rear of the Japanese Hainan-Formosa front which would then be opposed to General MacArthur in the Philippines.

It is by concentric attack on this front that a doorway to Free China may be opened. This third possibility then seems much the most promising.

Whatever plan we may adopt, it seems that our strategy in East Asia must be amphibious and that the pre-requisites to success are: one (first and foremost) an army trained and equipped for jungle warfare to such a pitch that it regards the jungle night as a friend rather than an enemy; two, air and naval command of the Bay of Bengal which presupposes the re-occupation of the Andamans and three, shipping and invasion craft on a scale sufficient for a great amphibious operation. These are no small requirements. No doubt, however, they can be met and then defeat of Japan will be in sight. There is no quick and easy road to victory.

—Daily Telegraph.

CONVOY TO INDIA

The skill, determination and ceaseless vigilance of the Royal Navy were exemplified by the safe arrival in India in May 1942 of the largest military convoy ever to leave Britain until then.

The voyage probably covered 12,000 miles and occupied many weeks, but the Royal Navy saw to it that none of its priceless charges was lost.

Indian warships met the convoy many miles out at sea and helped in shepherding it to its final destination while shore-based aircraft of the Indian Air Force circled overhead.

The convoy, which included many of Britain's most famous liners, was so large that no single Indian port was able to cope with it quickly and it had to be dispersed to various ports.

JAPAN'S RELIGIOUS POLICY

ATTITUDE TO SUBJUGATED PEOPLES

"ANYONE who does not agree with the Japanese way of thinking must be exterminated. Ideas that are not in accordance with our Tenno-idea are intolerable either within or outside our country's frontiers."

These words were spoken by the Japanese Vice-Minister of Propaganda, Okumura, shortly after the occupation of the Netherlands Indies, and he added that anyone offering resistance would be driven out by force.

The Japanese weekly *Sjuho* has emphasised this declaration by stating: "Against the Anglo-Saxon idea of individual liberty Japan must place the ideal of her Tenno-idea."

The interpretation which, particularly in the years just before the war, the Japanese gave to the Tenno-idea or divinity of the Mikado showed then that this is not only a guide to the worldly power of the Mikado but also to his religious authority. For a long time there has been a strong tendency in Japan to assign to the Emperor all religious authority.

NEW CHRISTIAN STRUCTURE

The aim is also evident in Japan of incorporating the Christian religions, including the Roman Catholic, in a new "Christian structure" the practice of which is to be brought into conformity with Japanese national thought. Japanese national thought is a modified definition of the Tenno-idea. In this new Christian structure the Emperor would occupy a position similar to that of the Pope in the Catholic Church.

A recent report in the Swedish paper *Svenska Morgenbladet* stated that according to information from the Netherlands Indies, missionary activities were being carried on by friends of Kagawa, the well-known leader of the Japanese Christians, who has undertaken responsibility for the Catholic and Protestant missions in the islands.

One question that arises is whether Japan will make Shintoism the state religion of the subjugated peoples. The Japanese state, concludes the report, is from a religious point of view, linked with the divine person of the Emperor.

MUSLIMS' POSITION

The disquiet which prevails in Christian circles with regard to Japan's religious principles is shared by Muslims in spite of pacifying statements by highly placed Japanese statesmen on the subject.

The Tenno-idea permeates Japanese life and there is no reason to suppose that in governing the occupied territories the Japanese will suddenly abandon it. However, propaganda for the Tenno-idea has been gradual. The Japanese realise the importance of maintaining law and order while they consolidate their conquests and continue the war against the United Nations. The Koran is still law for more than 100,000,000 Muslims in the occupied territories now under the heel of the Japanese.

The Japanese realise the danger of interference in the Muslim religious sphere. Hence repeated assurances to the Indonesians that they can rely on absolute freedom of religion.

The Japanese themselves, however, are somtimes surprisingly frank in declaring their intentions. Thus, announcing the holding of Muslim assemblies in the Celebes and elsewhere, the Japanese declared that these "served to discuss ways and means for co-operating with the Japanese forces for the prosecution of the war." Not a word was said about religious discussions.

A recent broadcast from Radio Batavia on religion and culture stated: "It is the Japanese intention as far as the Southern regions are concerned to elevate religion and culture by means of Oriental culture in general and Japanese culture in particular." This means the stamp of Japanese culture—that is, of the Tenno-idea—is to be imprinted on the Muslim and other religions in the Far East.

The Japanese aim is unification of the various religious tendencies and societies, not only the Muslim, but also the Christian and Buddhist societies. Once this process of amalgamation has been completed and the various religious tendencies and institutions brought under one central direction, it will be easy for the Japanese not only to control them but also to promote the penetration of the Tenno-idea.

REVEALING QUESTIONNAIRE

The attitude of the Japanese Government to religion was revealed by a set of questions circulated to the Christian churches in Japan before the attack on Pearl Harbour.

This questionnaire covered such points as—

What is the difference between the Emperor of Japan and your God?

What is the difference between a foreign ruler and your God?

What is your opinion of the ancestors of the Emperor?

What is the ultimate goal of your religion?

What is the difference between the Christian spirit and the spirit of Japan?

What is your opinion of the myriads of gods in Japan?

The Japanese have announced that 1,500 Christian churches maintained by the British and American missions in the Japanese-occupied portion of North China "will be removed from the influence of those missions and will be grouped in a new organization under purely Chinese direction."

The announcement added: "This organisation will bear the title of Confederation of Chinese Christian Missions of North China."

THE SETTING SUN: JAP NAVAL LOSSES

(From start of War to 10th September 1943)

Note.—Japanese naval losses are compiled weekly from United States Naval communiqués, as well as from reports issued by General MacArthur's headquarters. Because of possible minor duplications, which cannot be determined at the time reports are issued, the two totals cannot be accurately combined.

SUMMARY FROM NAVAL COMMUNIQUES.

Combatant ships.	*Sunk.*	*Probably sunk.*	*Damaged.*
Battleships	2	..	9
Aircraft carriers	6	1	7
Cruisers	26	4	47
Destroyers	76	21	62
Submarines	6	1	6
Tenders	1	1	4
Unspecified types	25	3	17
Total	142	31	152
Non-combatant ships	267	27	116

SUMMARY FROM MACARTHUR'S COMMUNIQUES.

Combatant ships.	*Sunk.*	*Probably sunk.*	*Damaged.*
Battleships	..	..	1
Aircraft carriers	1	..	2
Cruisers	11	..	22
Destroyers	21	3	27
Submarines	10	..	2
Tenders	2	..	..
Gunboats	4	..	..
Torpedo boats	1	1	1
Unspecified types	1	1	1
Total	51	5	56
Non-combatant ships	411	31	227
Unidentified	31	1	15

In addition to these ships reported as sunk, probably sunk and damaged by General MacArthur's forces, there are 438 miscellaneous small craft such as barges, fishing boats, etc., which have been "sunk or damaged."

LESS AND LESS FOR THE CIVILIAN

Life of people in Britain under the stress of total war.

By J. B. PRIESTLEY

IT is sometime since I spoke to you about general conditions of living here in Britain, and as many of you are finding that your own conditions are changing rapidly under the stress of total war no doubt you will be glad to learn how we are getting along.

Compared with the rapid changes many of you are experiencing, our conditions here might at first appear to be almost static, as if we had now settled down to a routine of wartime life. I think that is probably what most people in Britain feel chiefly because most of the big dramatic changes—the beginning of the manpower mobilization and of the major rationing schemes—all took place two to three years ago.

An obvious example is that of our supplies of petrol or gasolene. It is now many months since the rationing of petrol was abolished in favour of a much more drastic scheme under which you do not receive one drop of petrol merely because you happen to own a car but have to make a special application and to prove that you are making use of your car for work of national importance. Doctors, for instance, still receive a fairly liberal allowance, but most other people have either little or none, and hundreds of thousands of cars have been laid up and will probably never be used again. Most of you know all this, but I am mentioning it because in this matter of petrol and the use of our cars we do feel that we have settled down to a wartime routine, the petrol and car situation seeming to most of us the same to-day as it was six months ago.

But this is exceptional, although I can think of a few similar examples. For instance, we have settled down to having a monthly allowance of chocolate or candy. I believe the actual amount we can buy varies slightly from month to month, according to the supplies available, but the chocolate situation seems more or less the same—we take our coupons to the shop and buy what we can, and there is an end of it, except that if we are fathers of young families, of course we give most of our ration away—and is part of a settled routine.

"LIFE IN TOTAL WAR CANNOT SETTLE DOWN TO A ROUTINE"

But, I repeat, these instances are still exceptional. It is my belief that no matter how carefully all the rationing and other schemes are planned and applied, life in total war cannot settle down to a routine, and that, generally speaking, as the pressure of the war increases, its demands grow greater and more insistent, so that the ordinary civilian finds himself living on a narrowing edge.

Mind you, I am now taking a very broad view. It is quite possible, for instance, for the average citizen to be worse off during the early and experimental days of rationing, when the machinery is probably not working properly, than he is when the whole system, later on, is functioning as it was intended to function. Sometimes in the earlier days there are sudden shortages that do not seem to occur later. Thus, two years ago, after the heavy bombing, there was a cigarette famine in this country and long queues waited outside the few shops that had any supplies, and then those supplies quickly vanished. There was far more gambling about cigarettes than there ever was about bombing. But now supplies seem to be fairly constant and we hear no more grumbling about cigarettes.

Again, I gather that in various parts of the United States, during the last month or two, there have been sudden shortages of meat, which people have naturally found rather alarming, but it is not likely that such severe shortages will continue once the rationing system is working well. But, taking the broad view, it is my belief that no matter how well things are planned and carried into operation, the demands of total war are such that there is bound to be a steady decline in the standard of living for the ordinary citizen. This seems to me to be absolutely inevitable. As the war takes more and more—as it must if we intend to win it—then there is less and less for the civilian.

EVERY POSSIBLE MAN AND WOMAN MOBILISED

Let me give you some examples from our life here. Now, our mobilization of manpower for the war effort has been very thorough indeed, and in fact no other country yet has done it more thoroughly than we have. The Services and the war industries have been claiming every possible man *and* woman—for you must remember that our mobilization of younger women has been equally thorough. The result is that we are feeling more and more, in our general conditions of living, the pinch of an acute shortage of labour. I have lately taken what is called a service flat in London, but although I still pay a much higher rent because of the so-called service, it is now very sketchy indeed, as the management freely confesses. There are only about a quarter of the number of people working in this large block of flats that there were before the war, and even this quarter consists of middle-aged and elderly maids and waiters and porters. It is the same, of course, in hotels. Again, a friend of mine is a well-known London surgeon, a man of the highest reputation in his profession who can command very large fees for his work. Now, he and his wife live in two rooms, and his wife acts as his chauffeur, secretary, and probably cook and housemaid. My own doctor in London is one of the most successful general practitioners in Harley Street, and his wife also runs a clinic for special forms of treatment. They have no domestic help at all at the present time, and at the end of a long, hard working day they have to do what they can to prepare themselves some food. I am not pretending that there is any tremendous hardship in all this, and these people do not moan about it; I am merely giving you these facts as examples of our changed conditions. And the lack of domestic service, which will probably continue now throughout our lifetimes (and I don't much care if it does) is, of course, only the beginning.

The shortage of labour is felt in a thousand other ways. All offices and shops are understaffed, with the natural result that it takes longer to transact any ordinary business. Many shops in London close early, which means that people who are at work all day have to rush about in their lunch hours to do their shopping. Little things that are not very important but yet are necessary—such as getting your hair cut, having your boots repaired, or a watch mended—now present quite a lot of difficulties. Often I find my hair uncomfortably long. I had to leave a pair of walking shoes three months in a shop to get them repaired, and I look anxiously at my watch every time I wind it up. My children, who are careless about the watches given to them at Christmas or birthdays, simply haven't got a glimpse of the time between them. Then, day after day, I batter away at my old typewriter and now and again it begins to rattle ominously or jump the spaces; I shudder, because once it refuses to work and has to be repaired I don't know what will happen to me as an author.

LITTLE THINGS WE HAVE TO SEARCH FOR

Then again, as more and more businesses not essential to the war effort have been closed down and stocks of goods that have vanished have not been renewed, we find ourselves looking all over the place for various little articles whose existence before we always took for granted. This applies particularly to radio and electrical equipment, articles in ordinary domestic use and the like. What young couples do when they set up housekeeping now I can't imagine, even though we have produced, under Government direction, a certain quantity of what are called utility goods, including some reasonably priced and not badly designed furniture.

Things like children's toys are rapidly disappearing from the shops, and the other day, going to the chief fancy goods shop in a small town for some game to amuse my younger children, I could find nothing at all, not even a jigsaw puzzle. We men who had fairly substantial wardrobes before clothes rationing came in can manage easily on our clothes coupons, and as a rule are able to give some of our coupons to our womenfolk, but growing children and girls are not easily clothed within the allowance and for them there is a great deal of altering and mending and patching. In fact, if the war goes on a few more years a lot of people will begin to look like harlequins, all covered with fancy patches. But none of that matters very much.

What is much more serious is the growing lack of accommodation. This seems now to be an overcrowded island. The cities are full; the towns are full; the very villages are full. This is a problem I know only too well; if only because I own two nice old houses and cannot live in either of them. When my family want to get togther during the periods when they are on leave or having school holidays we have to make the most elaborate and often expensive arrangements to find accommodation for them. Central London is crowded out, and there has been much grumbling lately about the difficulty of finding rooms and the high rents charged for them. The situation is no easier outside London, where innumerable hotels and country houses have been requisitioned by the Government and where most private houses no longer possess a single spare bed room. We are rapidly becoming as communal in our habits and outlook as the Russians. This is all very well when you are settled in one place and can make the best of the limited accommodation, but it is a horrible nuisance if you have to move about the country. And all these shortages —of labour and service, of goods, of accommodation and travel facilities—will inevitably increase as the sheer pressure of the war effort inevitably increases.

GERMANS WORSE OFF THAN WE ARE

The war must take more and more, and civil life must receive less and less. That is something we must all accept. But, of course, it is the same for both sides. In fact, the Germans are very much worse off than we are, for the pressure on them is very much greater than it is on us now; and in spite of their wholesale and ruthless looting of the Occupied countries they have much less in hand, and their life, so to speak, is much nearer the bone. What was originally an advantage is now a disadvantage. The advantage they possessed originally was that they had been placed on a war footing, with severe rationing and so on, some years before the war broke out—the years when the Nazis were organizing the whole population for total war. That was an advantage because when they entered the war the step did not involve an immediate change in their habits and a great deal of reorganization. Indeed, I believe that in order to raise public morale the Nazis actually increased the food rations—or some of them—during the early months of the war. Then again, in 1940, after they had overrun most of Western Europe, they plundered these countries of foodstuffs and textiles and the like and lived on loot. But so long as we maintained our blockade the disadvantage was always there and soon began to make itself felt. After the plunder vanished they had to live on what they produced, and what they produced was not enough; and though years and years of rationing and ersatz stuff and making do had accustomed the Germans to a low standard of life it meant that when the real squeeze came there was less to be squeezed, and every drop in the standard of living brought them down and down, past mere dullness and inconvenience, to dangerous low levels, dangerous to both health and morale.

We in Britain are coping with the fourth year of total war, but the Germans can be said now to be struggling with the eighth or ninth year of it. This will not defeat them—only crushing victories in the field can defeat them—but the miserable, bare existence they are faced with now is certainly not going to help to sustain them in their hour of retreat.

—*Broadcast in the B.B.C.'s Empire and North American Services.*

NAZI PROGRAMME FOR DESTRUCTION OF WORLD CULTURE

By E. WATTENBERG

IN 1914, a few weeks after the outbreak of World War I, London publishing house published a book under the title "Germany's War Mania". The book was not an exposition of, or commentary on, German's aspirations but a collection of speeches and writings of German political and military leaders including the former Kaiser, two chancellors, prominent statesmen, generals and educators—in short, the official moulders of public opinion. The publication showed conclusively that 40 years Germany had been preparing for war, ceaselessly, with unexampled subtlety inculcating into the minds of the German people the idea of German's superiority (Deutschland ueber alles) of her "historic mission" to impose Teutonic supremacy on the rest of the world.

The Mission received a powerful setback in November, 1918, but it soon made its reappearance in the shape of a horrible monster that was to bring mankind infinite sufferings and untold misery. With the unpunished culprits of World War I as their godfathers, reared by the kings of steel and coal, financed by the German plutocracy, the National Socialist Party (Nazis) came to power with the avowed purpose of securing for the German "master race" domination over the world for 1,000 years. More cunning than their erstwhile predecessors they were able to utilize to their advantage certain political idiosyncrasies of a number of Western statesmen, and lull the Western democracies into a feeling of false security. At times, when it suited their purposes, they denied their world conquest plans, hiding them beneath an anti-Bolshevik cloak.

After scoring a number of diplomatic and political victories from the only too-willing appeasers in all countries they considered the time ripe for the big stroke and set the world on fire. For a while all went smoothly with the Nazist incendiaries: country after country was overrun by the high-power teutonic war machine and the victory-drunken Nazis threw all caution to the winds and showed their real face. More loudly than ever the claim was made for world domination and as successive steps towards this goal were proclaimed: the conquest of the Soviet Union, the smashing of the British Empire, the elimination of the United States of America as a world power.

GERMAN DEFEATS

But then came Stalingrad and North Africa, the rout of German troops on decisive sectors of the Soviet-German front and in Tunisia, the enormous German losses in manpower and material, the forced disorderly retreat of the "invincible" German army for hundreds of miles—and the Nazis began quickly to wave the Munich-rag. Said Goebbels: the defeat of Hitlerite Germany would mean the end of European civilization which is threatened by the Bolsheviks; the only force that is able to save the world from this danger are the Nazis; the western democracies ought to help Germany in fulfilling this cultural mission.

Not in order to argue with the Nazis—one does not argue with armed bandits—but to refresh the memory of those who might have forgotten, we are quoting below a few of the utterances emanating from the Nazi leaders on the problem of culture and civilization. The quotations were taken at random. Wherever Hitler is quoted, the quotation is from the book "Mein Kampf" or from his talks with Rauschning as related by the latter in the book "Hitler Told Me"; in the case of the other Nazi officials the quotations are from their writings, or speeches as reported in the official German Press.

Hitler: "We are barbarians and want to be barbarians. It is an honourable title. The contemporary world is approaching its end. Our only task is to destroy this world. Culture, civilization, humanitarianism are the expressions of stupidity, cowardice and conceit.

"The lower the intellectual level of the working class and the whole people, the more chances we have to hold on to power.

"Intellectuals are the scum of society, we shall exterminate the intellectual."

ON MORALITY

Hitler: "I emancipate man from the humiliating chimera which is called conscience. Conscience, like education, mutilates man. My advantage is that I am not deterred by any considerations, theoretical or moral.

"I need people with strong fists who are not restrained by principles when it is necessary to remove an adversary, and if they pick a watch or valuables at the occasion—I spit on it. When policy requires it, we should lie, betray and even kill . . ."

Goering: "Kill everyone who is opposed to us. Kill! Kill! Kill. It is not you that will be held responsible, but I! Therefore Kill!"

E. Bregman: (A leading Nazi writer): "That race will raise its victorious banner on the ruins of the world which will show itself the strongest and will turn the world into smoke and ashes."

Hitler: "We shall bring up a youth before which the world will tremble, a youth that will be fierce, exacting and cruel. I want them to resemble young wild beasts."

Hitler: "Our mission consists in subjugating other peoples to our rule. The German people is called upon to give the world a new class of masters."

These quotations could be multiplied *ad nauseam.*

For 20 years such and similar ideas were instilled into the minds of the German people to the exclusion of any other ideas. These were not theoretical speculations or abstract reasoning but a definite programme of action carried out in the most ruthless, cruel, barbaric fashion, at the price of millions of human lives, of devastated cities, of destroyed treasures of culture.

And these are the people who want the world to believe that they are out to "save human civilizaion."

HEROIC FOURTH INDIAN DIVISION

"On behalf of the city, I wish to say 'thank you' for what you have done. It was a fine inspiration to bring this contingent to London not only because it gives you an opportunity of well-deserved leave, but more particularly that you and your colleagues may know in what high esteem the heroic Fourth Indian Division is held by all of us. We are extremely sorry that you have suffered so many casualties but we glory in the magnificent, daring, efficient and superb work you have done. We have followed your successes with pride and admiration. I want you to tell all your colleagues what I am saying, because each of you is worthy of an equal praise and all of you have the privilege of being equally associated with the Fourth Division. I wish you and them godspeed, the best of good-luck and safe return."

—THE LORD MAYOR OF LONDON, *in a Mansion House speech on September 13, welcoming the Fourth Indian Division.*

THIS WEEK—IN RETROSPECT!

By "CHRONICLER"

1939

This week in September 1939 saw the heroic defence of Warsaw, the capital of Poland. Poland was again overrun by two of the great powers which held her in bondage for 150 years, but were unable to quench the spirit of the Polish nation. The heroic defence of Warsaw showed that the soul of Poland was indestructible and that she would rise again like a rock, which might for a spell be submerged by a tidal wave, but which remained a rock.

The other great event of the week was the assertion of the power of Russia by invading Poland on the 17th September. This invasion was not in the best interests of the safety of Russia. Nazi designs in the Baltic or in the Balkans were always dangerous to the peace and safety of Russia, and Russian interest in these two areas was the same as the interests of Britain and France in the same places. Hitler's invasion of Poland was a sufficient warning to Rumania, Yugoslavia and Bulgaria, and above all Turkey, and an alliance of Russia with Britain and France would have been in the interests of her own safety rather than an alliance with Germany for the partition of Poland. But, as Mr. Churchill said once, the action of Russia was a riddle wrapped in a mystery inside an enigma. Russia's conduct was, however, a warning to Hitler off his Eastern dreams.

1940

This week in 1940, Mr. Churchill gave a broadcast speech on 11th September, bidding every man in Britain to be at his post. This was a time when the Germans were trying to secure mastery of the air over England and Britain was seriously expecting a German invasion for which Hitler had been making steady and thorough preparations. Several hundreds of self-propelled barges were moving down the coasts of Europe, from the German and Dutch harbours to the ports of Northern France, from Dunkirk to Brest, and beyond Brest to the French harbours in the Bay of Biscay. Besides this, convoys of merchant ships in tens of dozens were being moved to the Straits of Dover into the Channel, dodging along from port to port under the protection of the new batteries which the Germans had built on the French shore. There were also considerable gatherings of shipping in the German, Dutch, Belgian and French harbours, all the way from Hamburg to Brest. Finally, there were some preparations made of ships to carry an invading force from the Norwegian harbours. Behind these clusters of ships or barges there stood very large numbers of German troops, awaiting the order to go on board. Mr. Churchill, therefore, warned the nation that the succeeding week would be a very important period in British history, ranking with the days when the Spanish Armada approached the Channel, or when Nelson stood between Britain and Napoleon's Grand Army at Boulogne. He accordingly ordered every man in Britain to his post.

In this state of suspension and anxiety Britain continued for some days, and on the 17th September 1940 Mr. Churchill delivered a speech to the House of Commons, summing up the war situation. It was a process of waiting, keyed up to concert pitch, which gave Britain sufficient opportunity to wreck Hitler's plans of invasion, inflicting upon the enemy heavy damage to concentrations of ships and troops. On the 15th of September the German air force made its most determined attack upon Britain, which was repulsed by the Royal Air Force who destroyed 185 enemy aircraft and at least 450 airmen. Deliberate and repeated attacks were made upon the Buckingham Palace and upon the persons of our beloved King and Queen, while many hospitals, churches and public monuments were damaged. A major portion of the attack was concentrated on London City, and the casualities suffered had been mostly by the civilian population.

On the 13th September 1940 Graziani began his long heralded invasion of Egypt. His objective was Alexandria which lay 300 miles from the Libyan frontier. Should he be able to capture and hold that capacious port, he would deny to Britain the only naval base at her disposal in the Eastern Mediterranean equal to holding a battle fleet. And the British navy would then, as Malta, under close aerial assault from Sicily, was untenable as a naval base, have to confine its activities to the Western Mediterranean where it would be precariously based on Gibraltar, and where it would exercise no influence over affairs in the Levant. German and Italian troops could then be transported freely to Africa, with the result that the fate of Egypt, of the Suez Canal, and of all the gates to the East and to eastern oil, would be determined in their favour. Seldom in war has a geographical objective been so clearly defined and so rich in potential reward.

The Eastern marches of Libya and the Western marches of Egypt form a vast linked desert, divided by an arbitrary line extending southwards from the coast for 700 miles. In this wild and desolate region, a few oases such as Giarabub, Kufra, and Siwa alone relieve the dreary monotony of seas of sand and low scrub. There are no rivers in the land though, during the short spells of rainy weather, torrential showers which occur mainly near the sea may fill the *wadis* for a few hours. Solely along the coast, and then only by digging wells, is water for an army of any considerable strength to be found. The distribution of water has always determined and fettered the strategy of desert warfare. Both the armies, therefore, found themselves tied to a single road running close to the shore towards Egypt. There were, no doubt, other approaches to Egypt from the west, but they were all of minor importance. One hundred and sixty miles southwards within Libyan territory and connected to Bardia by a second-class road was the fortified oasis of Giarabub whence a track fit for motor transport ran east to the richly watered oasis of Siwa, where, in the Temple of Ammon, Alexander the Great had discovered that he was of divine origin. From Siwa there were routes that led to the Nile Valley and north-east to Mersa Matruh, a British entrenched position 170 miles west of Alexandria.

On the first day he captured the little port of Sollum wherefrom, as the Italians advanced, the two platoons guarding the village withdrew, fighting a mild rearguard action as they departed. During the next four days, Graziani moving cautiously forward occupied Buq Buq and then Siddi Barrani, having covered sixty miles from the frontier, or one-fifth of the whole distance to Alexandria. He experienced no easy passage. He was directly opposed by light mechanized units which fought skilful delaying actions, while he suffered considerably from naval shelling and aerial bombing along his single line of operations. General Wavell had no intention of fighting a defensive battle 130 miles ahead of his railhead at Mersa Matruh and 300 miles from his base at Alexandria. He probably intended to challenge the invader for the first time at Mersa Matruh. Graziani, however, made a long halt at Siddi Barrani.

1941

This week in September 1941 was the thirteenth week since the beginning of the German offensive in Russia and the German advance had been stayed in all the sectors.

1942

This week in 1942 saw Hitler's relentless pursuit continued in the Caucasus. The Russians evacuated Novorossisk on the 12th September, and bloody battles began on the 17th September in the north-west outskirts of Stalingrad. On the 13th the Germans met with a big reverse on the Leningrad front. The major part of the German offensive was, however, in the Caucasus where the German object was threefold: to get hold of the oilfields if possible, or in the alternative to destroy them and make them unavailable for the Russians, and thirdly to cross the Causcasian region and link up with Japan and with Rommel in the Persian Gulf. All the three German objectives were foiled by the tenacious resistance of the Russians on the one hand and by the successful operations of the Allies against Rommel on the Libyan desert. In the 1942 Campaign in Russia Hitler sought immediate achievement of his objective by restricting the extent of the 1941 front and confining his concentrated attack on the Caucasus; and the situation, as described by the *London Times* during this week signified a critical hour for the Allies. Though this year's summer offensive was rather delayed, the delay did not rob it of any of the intensity. Its concentration, unlike that of 1941 on a single sector of the front was evidence of better organized German transport and better laid plans. Hitler's policy was to drive Russia out of the war before America was effectively in it, and Russia was actually retreating in the Caucasus. In other sectors in south Russia the situation was equally serious. With the loss of Ukraine last year more than a fifth of Russia's cultivated land was lost; but the lands just conquered or direcaly threatened during this time were richer than Ukraine and almost as extensive. The Kursk and Voronesh provinces had nearly 30,000,000 acres under cultivation, the Azov-Black Sea area round Rostov (evacuated, by Russians on July 27, 1942) and the North Caucasus had together rather more, and the area to the west and north of Stalingrad had almost as much. Added to the loss of Ukraine and north-western Russia, this impending loss should be regarded as formidable. It meant that if the Germans reached the Volga at Stalingrad they would have gained almost half of Russia's cultivated land.

WAR DIARY

BRITAIN AND GERMANY

10TH SEP.—Hitler spoke to the German nation.

11TH SEP.—Germany called up men up to the age of 60.

14TH SEP.—British raiders bombed places in western Germany.

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UNITED STATES OF AMERICA AND ATLANTIC

9TH SEP.—President Roosevelt had a fifty-minute telephone talk with Pope, says the Italian news agency to-day.

11TH SEP.—A joint Anglo-American monthly statement on U-boat warfare says that August was another successfull month. Only fewer U-Boats were at sea. Enemy virtually made no attempt to attack North Atlantic shipping and a heavy toll has been taken of the enemy.

Churchill-Roosevelt conversations and consultations continued.

Reports of unrest and overthrow of Ramviez, the Argentine Republic, were spread.

Mr. James M. Landis has been appointed as Director of Economic Operations in the Middle East.

13TH SEP.—Mr. Cordell Hull, United States Secretary of State, in a broadcast on American foreign policy discussed the requisites for international co-operation, and called for the creation of "a system of international relations based on rules of morality, law and justice, as distinguished from the anarchy of unbridled and discordant nationalism, economic and political."

14TH SEP.—United States Ambassador to Turkey, Mr. Lawrence Steidthart to visit Washington to report Turkey's reactions to recent developments.

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INDIA, BURMA AND CEYLON

9TH SEP.—United States bombers attacked Gokteck viaduct, a vital link in Jap communications.

10TH SEP.—12 tons of bombs were dropped on oil installations at Chank. Attack on Gokteck bridge was pursued; railway yards at Naba bombed; railroad installations at Hopin were damaged; enemy river boat near Kootha was damaged.

11TH SEP.—Railway targets at Sagaing and Ngapayin were hit by United States bombers. Troop positions in Western Burma were attacked. Military targets near Padigon suffered severe damage, army huts west of Kyankinmaw in Ramree Island were damaged. In Arakan troop positions south-west of Buthidaung received direct hits.

12TH SEP.—Communications between Pyinmang and Myingyan were damaged by Royal Air Force. Enemy supply sampans in Kaledon river area were sunk. Shipping at Sagaing and Pyinman were other places raided by Allied planes.

13TH SEP.—Distinguished Flying Cross has been awarded to Pilot Officer Sailendra Nath Sukthankar of Royal Air Force V.R. He belongs to Bombay and is the third Indian to receive Distinguished Flying Cross in this war. City of London paid honour to the representatives of Fourth Indian Division at Mansion house.

16TH SEP.—"No more threat from the Japs from Burma" declared General C. V. Haynes.

"Battle of Britain" parades took place in New Delhi, Bombay and other important cities in India. At New Delhi Air Chief Marshall Sir Richard Peirse said in the course of his speech "The campaigning season is just about to begin, so let us go to it."

Near Yenangyang a big steamer was damaged. Between Minhila and Allanmys 50 sampans were attacked. Enemy supply bases in Hukawng valley, railroad installations at Kanbalu, Myitkyina and Bahmo were also raided.

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ITALY, AFRICA AND THE MEDITERRANEAN

9TH SEP.—American and Canadian Troops landed at several places in the heart of Italy. Two Airfields near Naples were occupied. They were Viterlo and Grazzanise. Landings north and south of Rome, Gaeta, Civita Vecchia and Pisa Marina were also reported. Nazi Air Commander Kesserling's residence was hit by Allied bomber.

It is said that Mussolini has been removed to the island of La Maddelena.

10TH SEP.—A Berne message states that Badoglio has declared war on Germany. German and Italian troops are locked in vicious fighting all over Italy. Allied forces have started north of Naples. A whole area of approximately 1,000 square miles of sea is swarming with Allied invasion fleet. It is said Allied officers are already in Rome and landings in Sardinia and Corsica are also reported. British warships have entered Toronto Harbour.

It is rumoured that Mussolini has been handed over to Allies.

Rome including suburbs to the extent of 15 square miles surrendered to General Kesselring.

German Army occupied Albenia.

11TH SEP.—Port of Salerno has been captured and steady progress inland is maintained. Air offensive against communication targets in Naples area continued. Allies disembarked troops near Brindisi. Fighting took place in Brenner Pass.

President Roosevelt and Premier Churchill have made a joint appeal to the Italian people to 'strike hard' at the Germans.

Albania and Montenegro have proclaimed their independence.

Twelve units of Italian fleet have arrived at Palma de Majorca. Another section reached Malta consisted of four large battleships, seven cruisers and six destroyers. Major portion of the Italian fleet is now in Allied hands.

12TH SEP.—Fourteen more Italian submarines and eight destroyers are on the way to Malta. Further surrenders of seven Italian warships are anticipated. German Commander-in-Chief has declared martial law in Italian territory under his jurisdiction. Allies have completely occupied Brindisi.

13TH SEP.—It was rumoured that Mussolini and his family escaped. Fierce fighting took place between Germans and Italians in Rhodes.

Part of German forces on Eighth Army front evacuated by air. Part of Crotone was captured. British took possession of ten airfields including Grottaglia and Lecce. Enemy's vital communication centre, Cartel Nuovo, was obliterated.

More Italian ships reached Malta. His Majesty the King sent a personal message to Admiral Sir A. B. Cunningham, Commander-in-Chief of the Mediterranean.

14TH SEP.—German Radio reported the formation of a Fascist Government under Duce's direct command.

Push towards Salarno was maintained. Bavi and Altamura were captured. Eighth Army took Cosenza. Air offensive in the Potenza and Anletta areas continued. Aerodromes at Maritza and Calato in Rhodes were raided by Ninth United States Air force. Bitter opposition to German Forces were visible.

15TH SEP.—Over a hundred Italian vessels reached Malta or other Allied ports.

Dodecanese Islands in the Eastern Mediterranean surrendered to Germans.

16TH SEP.—Allied warships bombarded enemy positions. More Italian merchantships reached Malta.

Mussolini announced the formation of Republican Fascist Party with himself as the supreme head and Sgr. Alesandro Pavolini as temporary Secretary.

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RUSSIA AND FINLAND

9TH SEP.—Backhmach, an important town, has been captured. Successful offensive advance west of Stalino, south and north of Bryansk continued and occupied 300 places including the district centre of Dobropolge, Cherkassakaya and Ludinov. Russian drive to southern Ukraine is under way. Push towards the key town on the Dniepper progressed. Red forces attacked areas west of Kviov.

10TH SEP.—Barvenkovo, Volnovakha and Mariupol have been captured. An advance of more than 20 miles beyond Backhmach has been made. Nezhin was attacked.

11TH SEP.—A strong Russian landing in Novorossisk is reported. Advance on several sectors including Pavlograd, Nezhin, Bryansk and Kharkov continued covering many miles. Over 150 localities have been captured including Velike-Anatol, Ploski. Russian forces have reached places 40 miles from Dniepper, Hitler's last defence line.

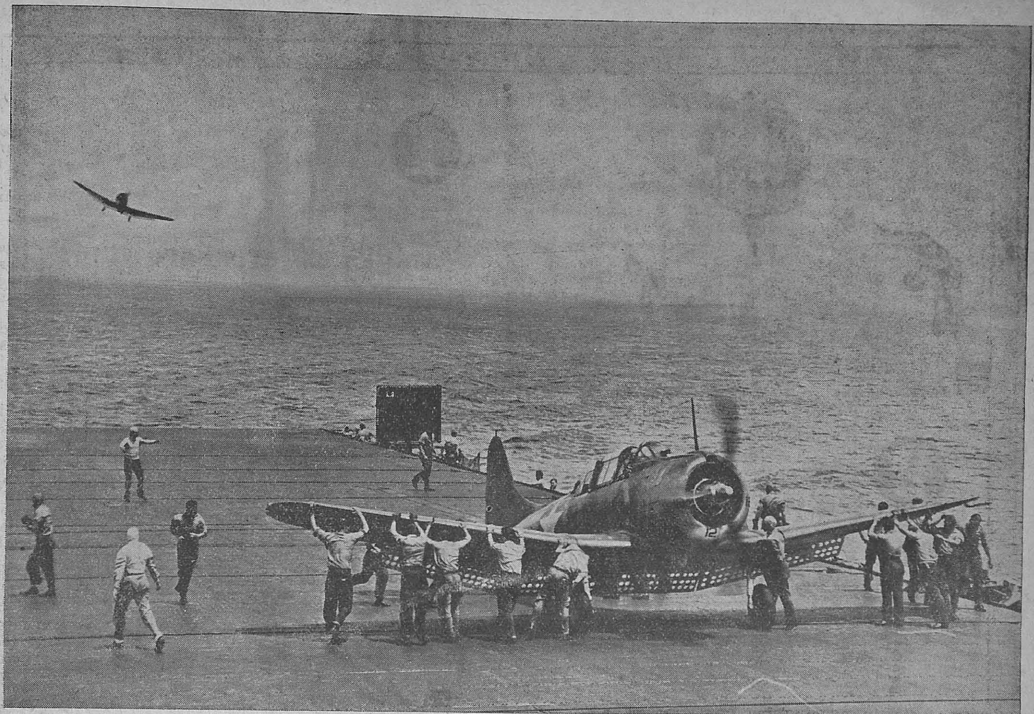
12TH SEP.—Soviet units were only 15 miles from Pavlograd and 15 miles from Bryansk-Minsk railway; over 1,600 Germans were killed; 200 lorries were taken. Soviet aircraft bombed enemy military trains at Gomel, Nezhin and Krasnograd.

13TH SEP.—Bryansk Railway station has been captured Red army punched at three key points along Dniepper line, namely, Smolensk, Kiev and Dniepropetrovsk. Offensive west of Stalino continued and an advance of 9 miles in Donbas was recorded. In Nezhin direction 40 places including Kruty and Manaro were taken. In Priluki 140 places were occupied while advancing about eight miles.

14TH SEP.—Germans evacuated Bryansk. South of Kharkov Soviet tanks penetrated deep German positions. Fifteen hundred Germans were killed in an action west of Stalino. 2,000 more Germans were killed in Bryansk.

16TH SEP.—Important junction Nezhin was captured. Russians entered the suburbs of Novorossisk.

Polish Foreign Minister M. Tadenz Romer referring to Russo-Polish relations said that he desired full and equitable understanding with Russia.



NEW UNITED STATES AIRCRAFT CARRIER GOES TO SEA.—Aboard one of the United States Navy's newest aircraft carriers—a sleek streamlined warship converted from a light cruiser—crewmen push a dauntless dive bomber back to the take-off position as another plane swoops in for a landing during the carrier's shakedown cruise. On a signal from the carrier, the second plane circles away until the first has cleared the flight deck.

VICHY, FREE FRANCE AND OCCUPIED COUNTRIES

9TH SEP.—Allied bombers attacked airfields in Northern France in daylight. Boulogne was raided.

10TH SEP.—Targets in Paris, Boulogne, Saint Omer, Beauvais, Sille, Beaumont Surcise, Nord, Vendeville, Vitryenartois and Abbeville Drucate in France were bombed by American bombers.

11TH SEP.—Bulgarian Prime Minister Bogdan Filov has resigned.

12TH SEP.—Airfields at Beaumont le Roger and other targets in North France were attacked by Royal Air Force bombers.

14TH SEP.—Fierce fighting occurred in Belgrade when Germans tried to disarm troops. Hitler rushed troops to Balkans.

A new Cabinet with Dobri Boschilov as Prime Minister was formed in Bulgaria.

Royal Air Force fighters were over Northern France.

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NEUTRAL COUNTRIES

14TH SEP.—Switzerland took special precautions after armistice between Italy and the Allies.

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THE FAR EAST

9TH SEP.—Six Japanese Merchantmen have been sunk and four damaged by American submarines in Far Eastern Waters.

Japanese are threatening Portuguese authorities in Macao with military occupation of the place.

The Australian Prime Minister Mr. John Curtin said "Swiftly moving events presage Japan's defeat. Attrition is taking a toll of Japan's strength and this combined with the ultimate loss of both the Axis partners makes the end for Japan inevitable."

10TH SEP.—Australian forces have advanced to within two miles of Mahahang near Lae. Allied warships shelled Huon Peninsular area around Finischafen. Jap military installations on Marcus island were destroyed.

11TH SEP.—A severe earthquake occurred in south-western Japan. Great damage was done to the city of Jottori. One thousand four hundred people are believed to have been killed or severely injured.

12TH SEP.—Enemy troops have withdrawn from Salamana. Jap defence lines have been smashed.

13TH SEP.—United States Bombers raided Whampoa wharves and whitecloud aerodrome at Canton; targets in Wesern Hupeh, railroad installations near Kuiktung, a bridge in Puchi, a tug at Kichun, two locomotives near Sheihweiyao. One hundred and twenty Japs were killed and five motor vehicles destroyed when a Jap convoy was blown up in Kiangsu province.

Chinese Communist problem was purely a political problem and no military measures against Communists were contemplated, declared Chiang Kai-Shek.

Generalissimo Chiang Kai-Shek was elected President of the Chinese Republic by the Central Executive Committee.

Salamana aerodrome was captured.

14TH SEP.—Salamana town was captured and the grip on Lae tightened.

Jap planes raided Fanafuti.

Enemy shipping and ground installations in Paramushiro Island were attacked.

15TH SEP.—The Chinese Foreign Minister Mr. T. V. Soong told pressmen that Japs were persistently offering peace terms to China and wanted China to "unite Asia against the West."

Australian troops were within a mile of Lae aerodromes which were subjected to heavy artillery fire.

Targets in Hongkong and Kuekang wer bombed.

KEEPING MADRASSIS CHEERFUL AND HAPPY

The following letter signed by Captain *R.A.*, Welfare Officer and Col. . . . ., Commandant of a training centre, has been received by the Honorary Secretary, Joint War Charities Committee, Madras:—

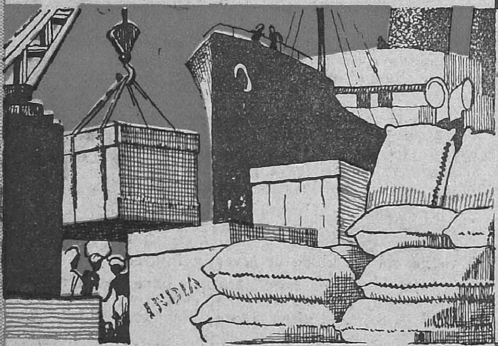
"It was with great pleasure that we received three large boxes of books for our Madrassis to-day. I have just finished delivering them to the Battery Welfare Rooms and I must tell you at once that the men were simply delighted.

The Commandant and officers of this centre wish me to express to you and your organization our very grateful appreciation of the many favours you have done us, for we are trying to do all we can to keep our Madrassis cheerful and happy when they are off parade, and I think we are being successful.

There are now large numbers in this centre, and they are getting on very well with their artillery training."

1 THE hoarder sits among his stocks and thinks of ever growing profits

2 THE people of his village are turned away hungry



3 THE food ships from Allied Countries arrive

4 THE hoarder is forced to sell at a loss or see his stock deterio-rate and perish

CRIME DOES NOT PAY!

The hoarder counts on profit from the hunger of his countrymen, but he is the loser in the end

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